DODSON & FLINKER
Landscape Architecture and Planning

May 21, 2024

Ben Robinson, Chair
Tisbury Planning Board
Town Hall Annex
66 Highpoint Lane, Vineyard Haven
PO Box 602, Tisbury, Ma, 02568
Vineyard Haven, MA 02568

Dear Mr. Robinson,

We have completed work on the Tisbury Commercial Districts Vision Plan report. The final draft incorporates the minor edits the Planning Board requested. It also adds a cover, acknowledgements, and makes some minor text edits to the introduction and conclusion recognizing that this report is intended to be a standalone document, rather than a component of the Master Plan.

We want to thank you, the Planning Board, the Master Plan Steering Committee, and the people of Tisbury for giving us the chance to work on this project. Tisbury is a special place with unique opportunities and challenges combined with an engaged, diverse, and intelligent citizenry that has made this project a rewarding endeavor. We appreciate the years of planning work that the Planning Board and others have undertaken on behalf of the Town. It is rare that a project starts with such a wealth of good ideas. We also appreciate the visionary and detailed feedback offered by the Planning Board and Steering Committee as we worked together to refine the ideas in this report. One more word of thanks: the meal you all cooked for the design workshop was above and beyond—venison meatloaf!

We want to leave you with a final bit of outside perspective. We see many opportunities to build on Tisbury's strengths and also the many challenges that the community is facing, including providing year-round attainable housing, preparing for climate change and sea level rise, transitioning to multi-modal transportation system along constrained rights-of-way, and maintaining an equitable, sustainable year-round economy. After several years of studying Tisbury's commercial districts, we have concluded that there are no perfect solutions. Instead, Tisbury faces choices among competing priorities, each of which has benefits and drawbacks. In the absence of perfect solutions, we encourage Tisbury to choose the best options and move forward expeditiously, making course corrections, as needed. We hope the visions outlined in this report offer a clear sense of direction to guide your efforts over the long term.

We understand that the Planning Board intends to continue to refine this plan. We wholeheartedly support you in that effort. Feel free to reach out to us. We are happy to answer questions, listen to ideas, or help you further improve the visions and implementation ideas.

Warm Regards,

Peter Flinker, FAICP, FASLA, President

Dillon Sussman, Senior Associate

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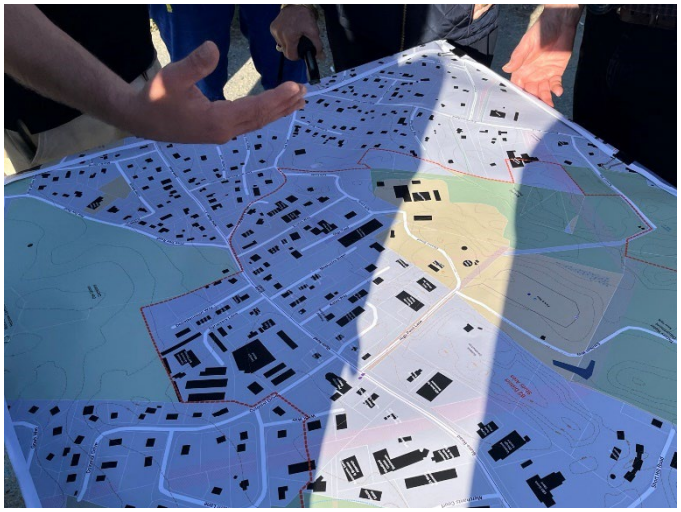







Tisbury Commercial Districts Vision Plan

Prepared for the Tisbury Planning Board and Master Plan Steering Committee
by Dodson & Flinker
with support from Barrett Planning Group LLC | Horsley Witten Group | BETA | FXM Associates

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Thank you to everyone involved in developing this plan. In addition to the Master Planning Steering Committee, the Planning Board, town staff, and Dan Doyle, we want to thank members of the public who attended meetings, talked to us individually, or commented on drafts. The experiences and opinions you voiced guided this plan. Also, thank you to everyone who has participated in previous planning, design, and visioning processes for the commercial districts. This report builds from your work.

The report is intended to be a living document. It will be periodically updated by the Planning Board to guide planning, permit reviews, and regulatory changes for the commercial districts. The first version was completed by Dodson & Flinker in May of 2024.

Tisbury Commercial Districts Vision Plan

Table of Contents

INTRODUCTION **1**
What is a Vision? 2

B2 COMMERCIAL DISTRICT **5**
Existing Conditions 5
Parcels, Structures, and Land Use 7
Circulation 11
Vision 15
Vision Statement 15
Big Ideas 16
Visualization 20

DOWNTOWN & WATERFRONT **24**
Existing Conditions and Recommendations 24
Two Interdependent Districts 24
Land Use and Parcels 26
Flooding, Climate Change and Sea Level Rise 27
Circulation 34
Outdoor Spaces and Environment 36
Vision 38
Vision Statement, Downtown (B1 District) 38
Vision Statement, Waterfront Commercial District 38
Big Ideas 39
Diagrams Showing Big Ideas for the Downtown and Waterfront 39
Big Ideas for the Downtown (B1 District) 42
Big Ideas for the Waterfront Commercial District 43
Visualization 45
Improving the Arrival Experience 46

CONCLUSION **62**
Citations 63



Introduction

The process of creating the Tisbury Master Plan included in depth exploration of the Town's three commercial districts and developing visions for each of them. This component was included in the Master Plan process because the Town recognizes that its commercial districts will be essential to its future success. The three commercial districts—the Downtown, the Waterfront, and the B2 District—are geographic areas defined by the local zoning. The zoning bylaw steers commercial uses toward these areas. As such, the three commercial districts are the Town's economic engine: the main place where goods and services are bought and sold, where jobs are created and maintained, and the focus of the town's commercial tax base. The importance of the commercial districts, however, transcends their zoning designations. The three areas are central to most of the town's systems and facilities. They play a key role in the town's transportation systems, its drinking water, stormwater and wastewater systems, its parks, open spaces, and environmental resources, its housing supply, and its town facilities. The Tisbury commercial districts are high stakes zones for the entire island.

Map 1: Tisbury's three commercial districts in context.



In many ways, the commercial districts are the heart of the community: economically, functionally, socially, and culturally. They are also the places where the town's greatest challenges and opportunities are playing out. Climate change and sea level rise are showing impacts in the Waterfront District. The town's increasingly pressing housing challenges have spurred development proposals in all three districts. Traffic congestion and safety issues are noticeable in many areas. Activities and land use in the commercial districts contribute to water quality issues in the town's waterbodies.

The complex role of the commercial districts in the town made them a worthwhile focus of study and visioning alongside the Master Plan. The additional work on the commercial districts enabled the Master Plan to develop and test alternative ideas for the future of Tisbury, to see how policy decisions could play out on the ground, and to build out the Master Plan's action strategy.

WHAT IS A VISION?

A vision is a shared idea of what the town wants a place to be like in the future. While goals describe what a town wants to accomplish and actions describe the steps it takes to accomplish the goals, a vision describes what a place would look and feel like, if the town achieves its goals. The ideas that the vision portrays are an idealized version of the future—but they must be realistic. The commercial district visions are tied to specific places and so includes ideas for physical changes in those places. As public and private projects evolve, they inevitably change due to shifting priorities, deepening understanding of sites and technical challenges, funding opportunities, etc. The visions, then, are not concrete plans showing exactly how the commercial districts will change in the future. Instead, they should be viewed as a representation of design principles and policy priorities. They are a reference point than can be used to guide the implementation of the Master Plan and to check if the town is heading in the right direction over time.

People often wonder how a lofty vision is implemented. The key ideas of the visions have been incorporated into the Action Plan for the Master Plan, but in broad terms a vision can be implemented through:

- Investment—the Town could invest in public infrastructure to enable changes. For example, the Town could improve streets, stormwater infrastructure, or wastewater infrastructure.
- Regulation—the Town could revise regulations to encourage or discourage activities. For example, the Town could revise its zoning bylaws. In addition, the Planning Board could use the vision to guide discretionary project reviews (especially, if it is incorporated by reference into the zoning bylaw).
- Leadership—the Town could work with other public and private entities so that their actions align with what the Town wants. For example, the Town could work with the Steamship Authority, MassDOT, or a non-profit organization.
- Policy—the day-to-day decisions and actions of the Town government can help implement the vision. For example, the Town could pursue grant funding and/or direct staff to undertake projects.

HOW THE VISIONS WERE CREATED

The commercial district visions are the result of work by the consultant team in close consultation with the Master Planning Steering Committee. This work was grounded in public input from a variety of sources that took place over a year and half, including:

- A two-day public visioning workshop in October 2022
- Two online public forums held in February 2023 to present draft alternatives
- Commercial District Alternatives Open house meetings in March (by Master Plan Steering Committee)
- Meetings with Vineyard Haven Business Association, B2 Property owners and another open house meetings in June (by Master Plan Steering Committee)
- Monthly meetings with Master Plan Steering Committee, including joint meeting with the Planning Board
- A public forum to present the Draft Vision Plans and get feedback in October 2023

Dodson & Flinker Landscape Architecture and Planning led work on the commercial district visions for the consultant team. They evaluated the existing conditions in the study areas, gathered public input about what is working well and not working well in the study areas, solicited public input about local goals and ideas for improvements, and developed alternative visions for the commercial districts. They then collected feedback about the alternatives from the public, synthesized the alternatives into a preferred vision, developed implementation plans for the preferred visions, and visualized the preferred visions.

WHY DO THE VISIONS ADDRESS CHANGES ON PRIVATE PROPERTY?

The commercial district visions, by necessity, address potential changes on both public and private property. This is because changes on both public and private land need to be aligned for the districts to reach their maximum potential. In addition, the visions will be implemented through a variety of methods, including local zoning, which controls the use of private property. Having a vision is essential for ensuring that local zoning, and any changes to it, is based on a common understanding of what the town wants to achieve and how that can be harmonized across private and public properties. The drawings show changes on both public and private land to test questions like: which public infrastructure improvements are most important for property owners and the town? Which zoning changes would open the best opportunities for additional development or redevelopment?

If a drawing shows changes on a property, it does not mean that the Town of Tisbury intends to take land or force a property owner to do something. The Town's policy is that it will only consider eminent domain out of "extreme necessity." Likewise, any time zoning is changed, existing uses and structures are allowed to continue.

Implementation of the visions will require more public input. In many cases, it will require a vote at Town Meeting. Town planning is a continuous process, and all citizens are encouraged to participate in future Town activities and decision-making processes to ensure the visions are implemented in a way that matches the community's needs and priorities.

B2 Commercial District

EXISTING CONDITIONS

Map 2: The B2 District



B2 District

- B2
- Groundwater Protection District
- Wellhead Protection Area, Zone 1
- Structures
- State Route, Non-numbered Road
- Local Roads
- Open Water
- Wetland

Open Space

Level of Protection
- Limited
- Perpetuity

Tax Parcels
- Property Lines
- Federal; County; Massachusetts; Municipal; Oak Bluffs
- Non-Profit

0 125 250 500 Feet

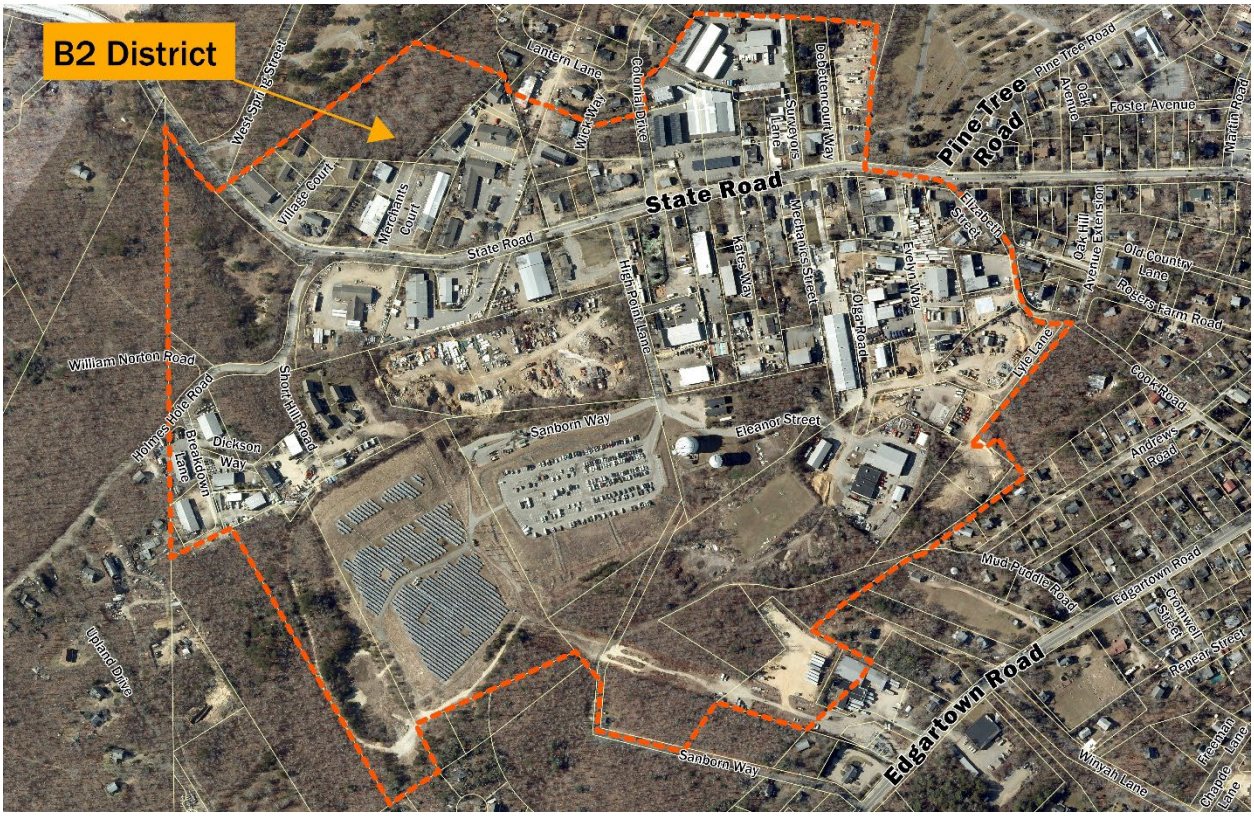
TISBURY MASTER PLAN

DODSON & FLINKER
Landscape Architecture and Planning

Date: December 2023 Source: Martha's Vineyard Commission, MassGIS

The B2 District stretches along State Road, roughly between West Spring Street and Cook Street. It includes approximately 126 acres of land. It is Tisbury's largest commercial district. A little less than half of the district is Town owned land, including the former landfill (now a solar field) the Park & Ride Lot, trailers that serve as additional space for town hall functions, the DPW facility and water supply protection land.

Map 3: Aerial Photo Base Map of the B2 District



Parcels, Structures, and Land Use

Map 4: B2 Parcels

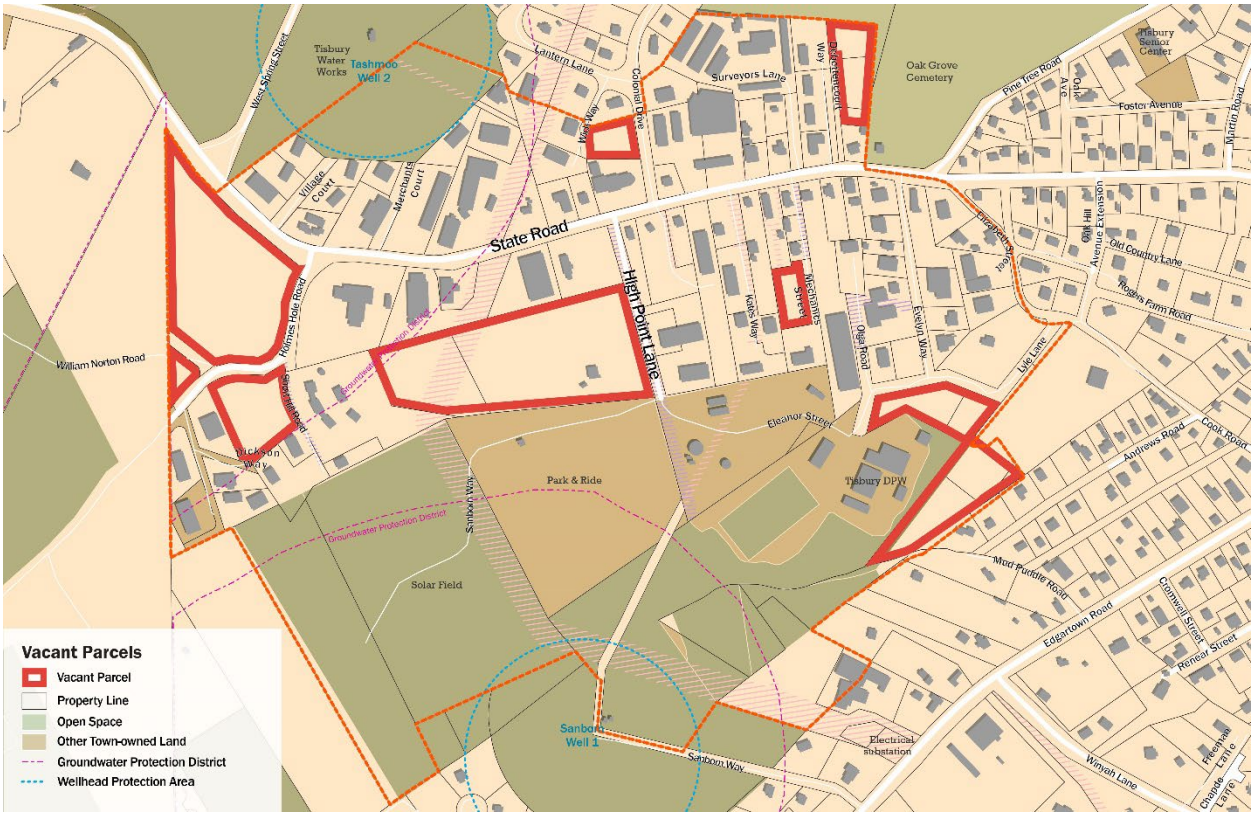


There are approximately 116 parcels in the B2 District. The pattern of parcels in the B2 District reflects its development over time and will shape its future. There are several distinct patterns of parcel sizes and shapes in the B2. In the southern third and northwestern corner of the district, there are large parcels that are owned by the Town. These large parcels are used for town functions, like the DPW facility or the Park & Ride lot, or are maintained as open space, particularly for wellhead protection. The western portion of the district (west of High Point Lane) generally has medium-sized parcels that appear to have been subdivided off of streets. East of High Point Lane on the south side of State Road, parcels are typically narrow strips extending back from State Road. Some of these have been subdivided in such a way that the new parcels lack frontage on public way and are accessed from a series of private roads or shared driveways that run perpendicular to State Road. The irregular size and shape of parcels influences how lots can be used and affects future redevelopment. Larger lots can accommodate larger buildings. Wide lots provide more design flexibility, while narrow ones limit site design possibilities.

A powerline easement cuts through the center of the B2 district, limiting the use of parcels that are subject to its restrictions. However, the powerline easement may have potential for improving connectivity in the area. Other communities have found success working with utility companies to develop trails under powerline corridors.

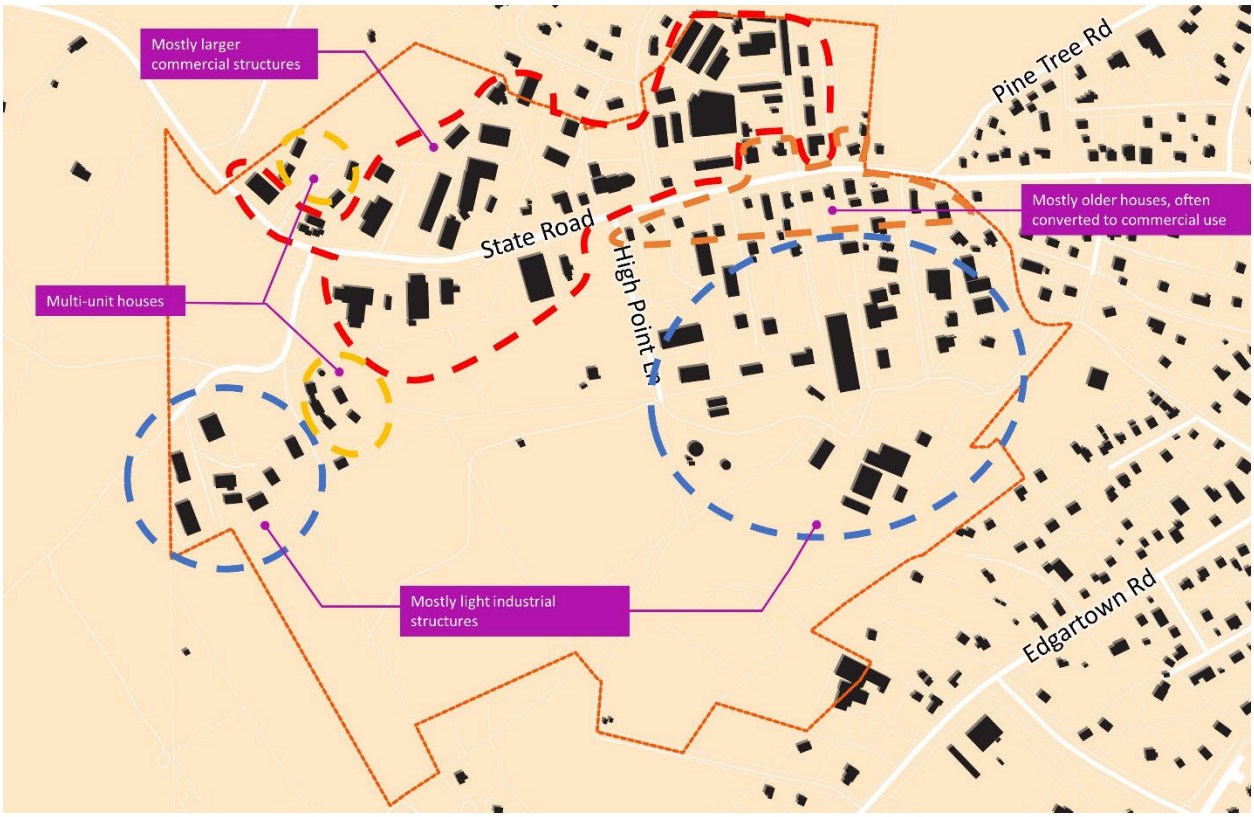
The Sanborn, Tashmoo, and Manter wells sit just outside the B2 district with the Sanborn and Tashmoo in close proximity. The Town's Zoning Bylaw establishes a Groundwater Protection District around the wells that limits the use of the underlying land. Among other restrictions, it requires a special permit for any use that will "render impervious more than 15% or 2,500 square feet of any lot, whichever is greater."

Map 5: B2 Vacant Parcels



About fifteen parcels in the B2 District are vacant—meaning there is no building on a parcel or only a building whose value is very low compared to the value of the land. These include two of the largest privately owned parcels in the district—the 5.15-acre parcel on the corner of State Road and Holmes Hole Road which is owned by Dukes County Savings Bank, and two parcels west of High Point Lane that total 6.74 acres and are owned by Goodale Construction. The former is sometimes referred to as the Nobnocket Property. It is predominantly wooded and has some steep slopes. The latter is a former earth materials pit. Its bottom is 10-30 feet below the adjacent parcels with steep sided walls. It has some outbuildings and is used for storage of construction materials and vehicles.

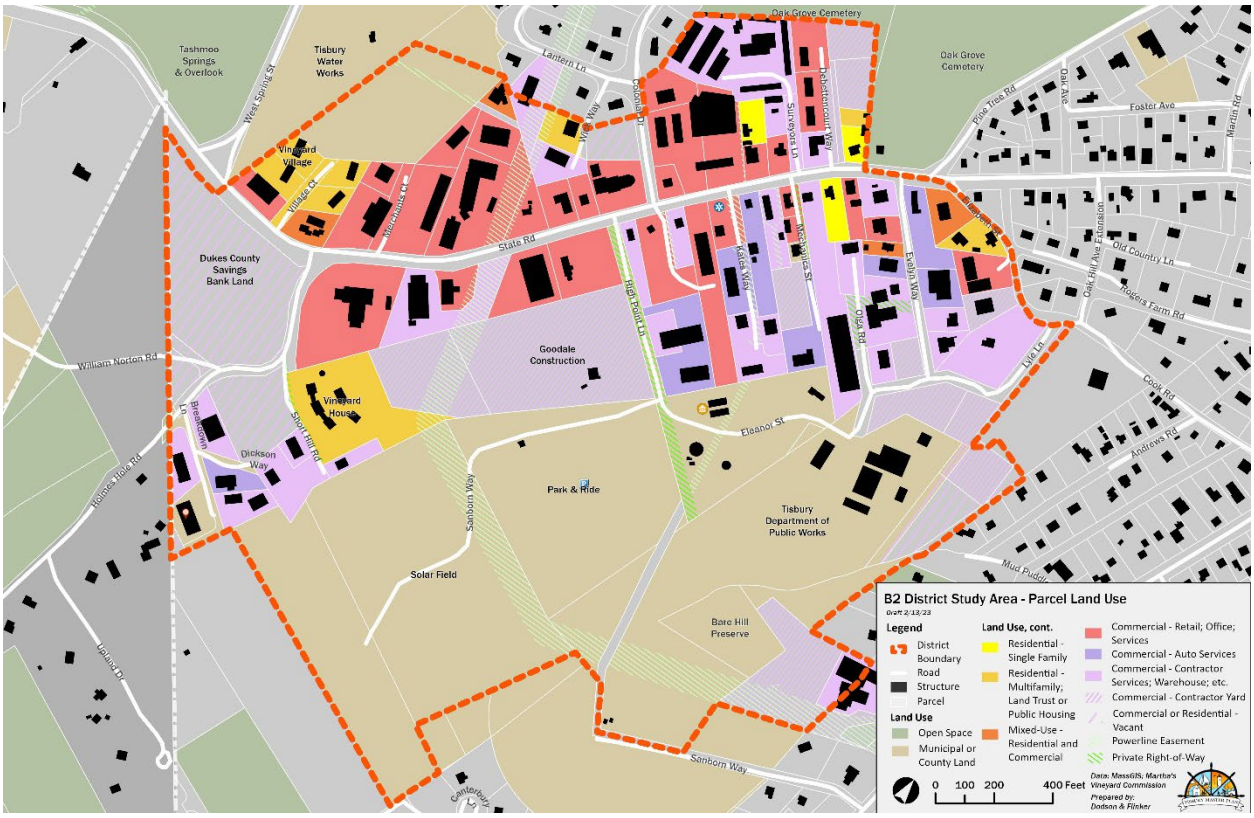
Map 6: B2 Structures



The B2 District has a mix of types of structures ranging from small residential-scale buildings to large commercial structures. The pattern of structures is similar to that of the underlying parcels. Both reflect the space and site design needs of uses when parcels and buildings were created and the zoning that was in place at the time. Larger commercial structures are clustered along State Road, particularly on its north side. Many of these structures are used for retail and public-facing service businesses. Some of these structures are large free-standing stores, like Cronig's Market and SBS The Grain Store. Others are multi-tenant retail spaces, like Woodland Center or The Mart. This section of the B2 also includes several multi-tenant office buildings, which are typically two stories. South of State Road there are two clusters of structures that are predominantly used for auto-repair, light industry, and contractor-related businesses. Many of these are one-story metal buildings with active yards used for vehicle and materials storage. Along the south side of State Road from High Point Lane to the eastern edge of the B2 District there is a cluster of small residential-scale buildings, most of which have been converted to commercial use. These are typically one-and-a-half stories with a gable end facing the street, a front porch, and a variety of additions. On the western side of the district, there are two pockets of multi-family residential structures.

The mix of structures and uses in the B2 creates a heterogeneous district that lacks a consistent sense of place. It also creates the potential for conflicts between disparate uses—particularly light industrial uses and adjacent residential uses. At the same time, the diverse variety of structures and uses creates an economically vibrant district that serves many of the day-to-day needs of Tisbury and the Island.

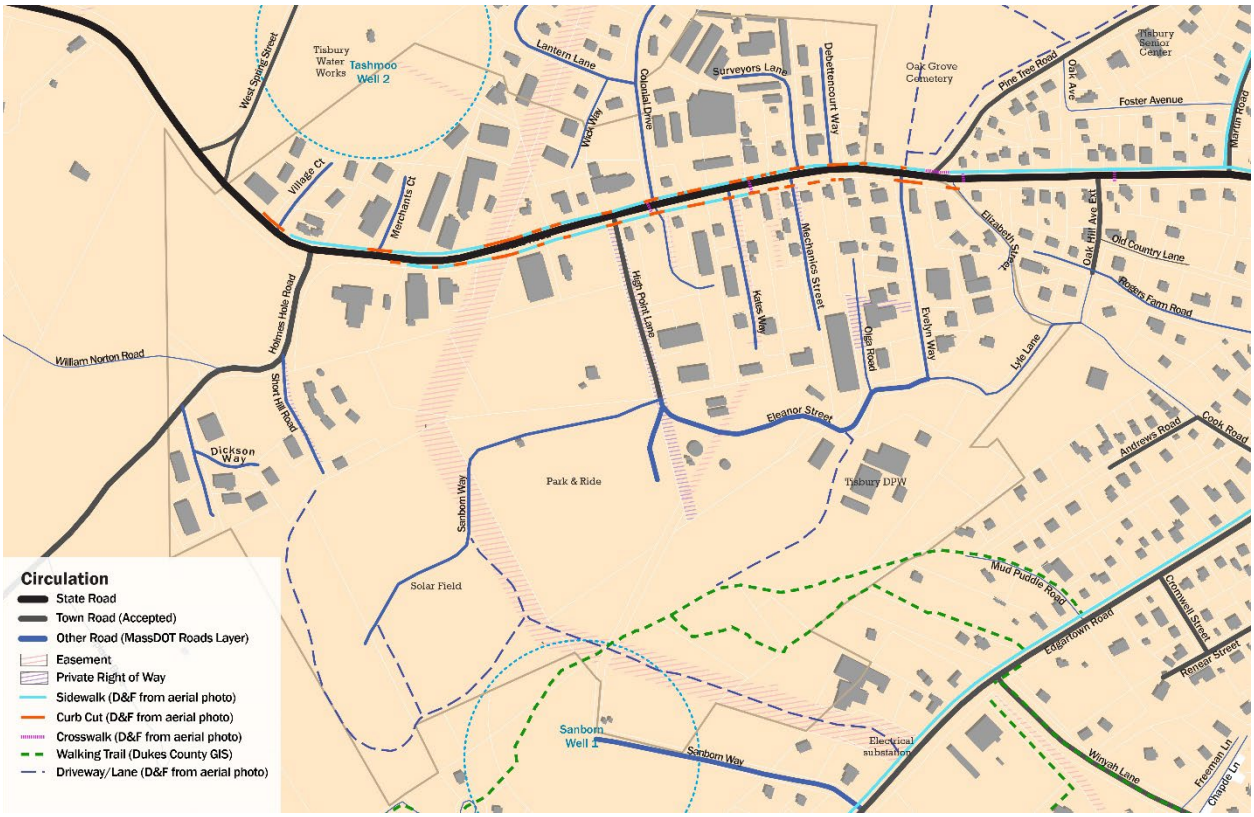
Map 7: Land Use



A map of land uses in the B2 called out by parcel (see Map 7) shows a pattern of similar uses clustered together. Retail, Office, and Services are generally located along State Road, as would be expected for businesses that benefit from visibility. Auto Services, Contractor Services, Warehouses and Contractor Yards are generally clustered in the east and west portions of the district and are often located away from State Road.

Circulation

Map 8: B2 Circulation



State Road is the main vehicle circulation spine in the B2. Most other roads, and shared driveways are dead ends that empty out into State Road. This concentrates traffic on State Road and can result in delays due to frequent turning movements into and out of driveways. State Road has narrow travel lanes and a narrow right-of-way. There is very little room to expand travel lanes. Very few of the roads in the area have been accepted by the Town as public ways. Holmes Hole Road and High Point Lane are the only two accepted Town roads in the district. Based on public input for this plan, it appears that the status of some roads is unclear. The private roads and accessways are of varying quality. Some appear to be private roads resulting from subdivision, while others are more like shared driveways. Narrow, rutted roads, and mud puddles are not uncommon.

The existing vehicle circulation network presents challenges for those passing through the B2 District, including traffic congestion during busy months and unsafe conditions, especially for pedestrians. It also impacts the efficiency of current businesses in the B2 district and will limit future development, unless the parties responsible for the roads can cooperate to improve the interconnectivity of roads in the district.

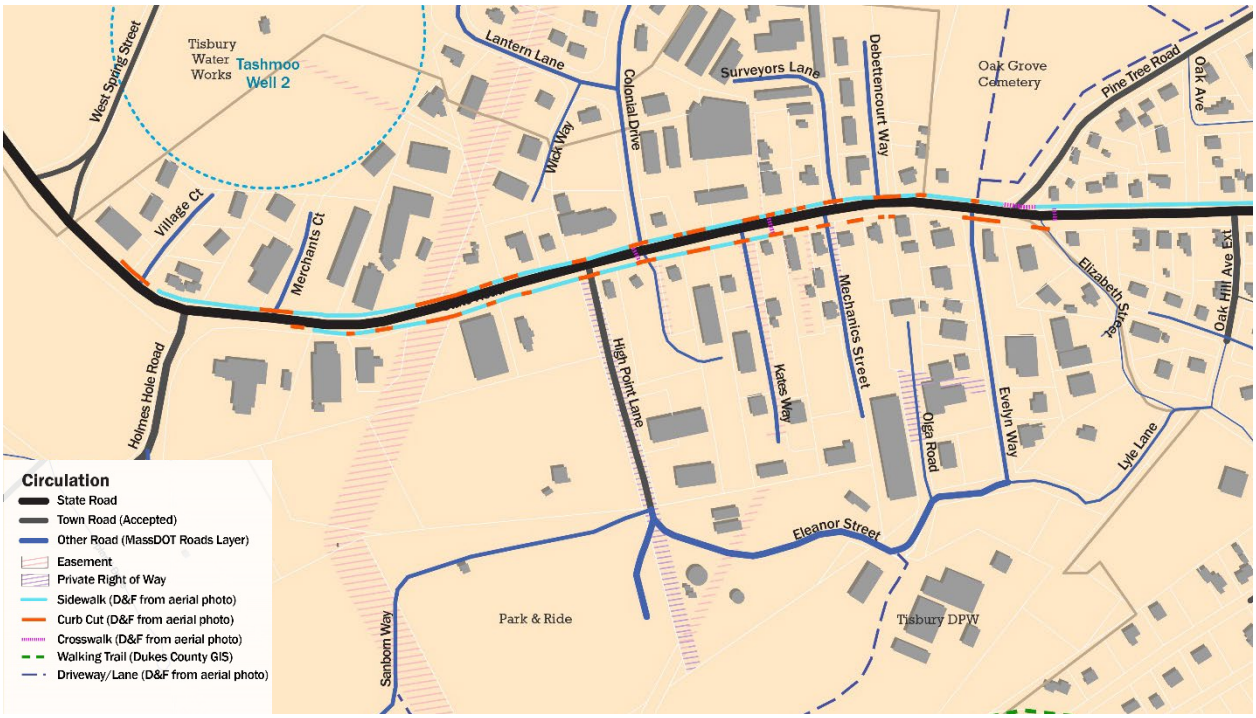
There are several walking trails in the B2, mostly concentrated in the southern half of the district and connecting between Edgartown Road and town-owned lands. Reportedly, bicyclists also use some of the trails and roads to travel between Edgartown Road and State Road. There is potential for this trail

network to be expanded through the B2 and connected to trails on its outskirts, especially if trails can be established in the powerline corridor.

Several Vineyard Transit Authority bus lines traverse the B2 including the route from the ferry to the Park and Ride lot.

The Park and Ride Lot plays an essential role in the district and the economy of the Island as it is home to both commuter vehicles and commercial vehicles used by local tradespeople.

Map 9: B2 Sidewalks and Gaps



A sidewalk runs the length of the northern side of State Road in the B2 District. A sidewalk on the southern side of State Road runs from east of Kate's Way to Vineyard Design Center. Both sidewalks are narrow. There is no buffer between the motor vehicle travel lanes and the sidewalk. Curb cuts are frequent and many are quite large. The frequent curb cuts make the sidewalks inhospitable for walking and potentially dangerous for pedestrians. The already narrow sidewalk on the south side of State Road is interrupted by mailboxes that are set into the sidewalk in several locations. There is no street furniture or pedestrian scale lighting along sidewalks in the B2.

There is no bicycle infrastructure in the B2 District, other than informal use of some of the back roads. A safe bicycle route from downtown to the B2 is a long-standing town priority. There is a bicycle path on Edgartown Road adjacent to the B2 District. There is little room within the existing State Road right-of-way to expand pedestrian or bicycle facilities.

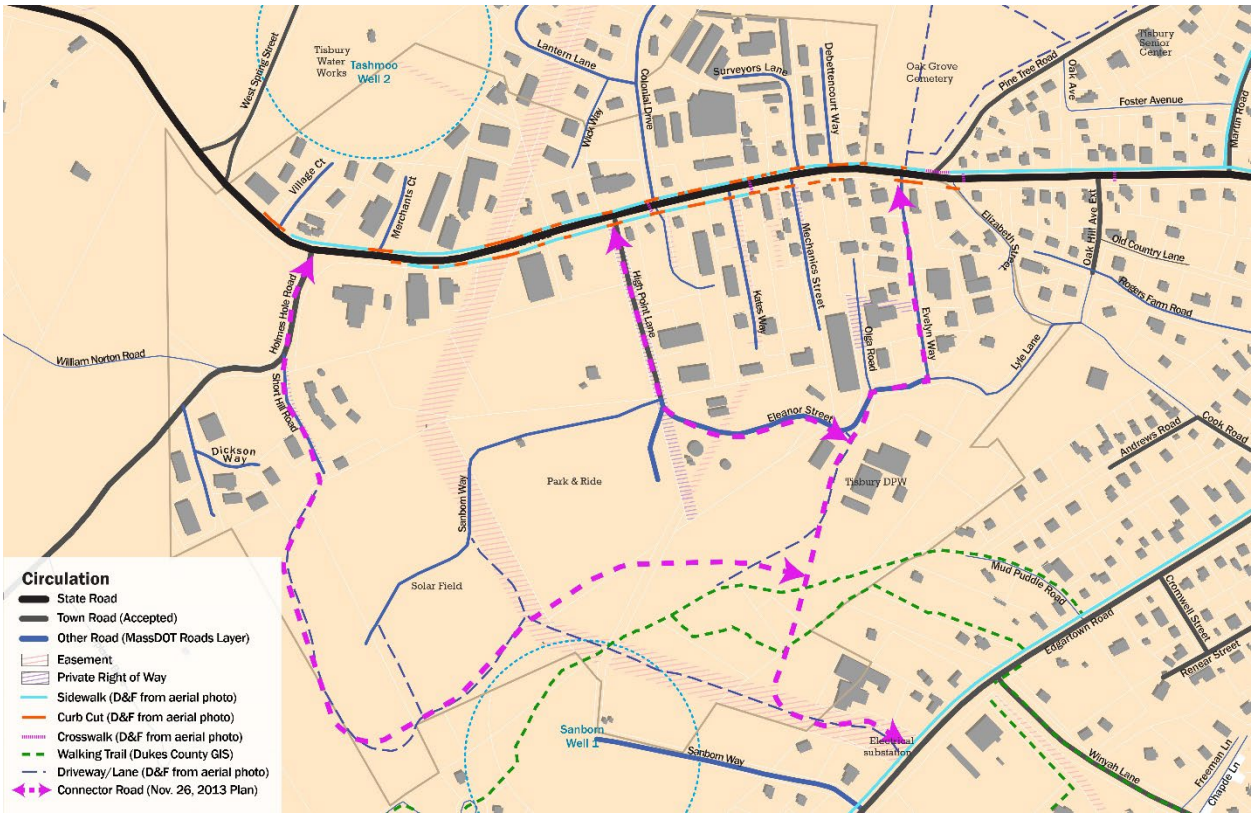





Sidewalks in the B2 District are narrow and frequently interrupted by curb cuts, some of which are quite large, and mailboxes. Trees close to the edge of sidewalks provide shade and make the street more appealing.

Street trees are located on the property side of the sidewalk. Many are substantial and appear healthy. The trees contribute shade to State Road and help to harmonize the heterogeneous buildings and land uses in the district. Many of the trees are very close to the edges of existing sidewalks. Expansion of the sidewalks would put the trees at risk. Given the position of the trees, the best hope for an expanded sidewalk or bicycle path may be a meandering path along the edge of the yards on the interior side of the trees. This would, however, require cooperation from private property owners.

Map 10: Connector Road



Throughout the process of developing the Vision for the B2 District, community members repeatedly voiced support for the idea of a new road connecting State Road to Edgartown Road. The idea has a long history. In 2005 and 2010, Town Meeting approved the general location of the road.[1][2] Measures to approve borrowing for the project were brought to Town Meeting twice in 2010[3] and in 2013 but narrowly failed to achieve the two-thirds majorities required for passage.[4] During workshops for the Commercial district visions, many participants said the Connector Road was essential for improving the functioning of the B2 District and reducing congestion at the Edgartown/State Road Intersection. The design of the Connector Road has gone through several iterations. Map 10 shows the general route of the Connector Road with three legs as proposed in 2013. The three-leg design was based on a traffic study completed by the Martha's Vineyard Commission in 2005, which found that three outlets would

[1] Janet Hefler, "Third Time No Charm: Voters Reject Tisbury Connector Road," The Martha's Vineyard Times, December 11, 2013, https://www.mvtimes.com/2013/12/10/third-time-no-charm-voters-reject-tisbury-connector-road-18256/.

[2] Mike Seccombe, "Tisbury Endorses Shortcut Road, Bike Path before Going to Dogs," The Vineyard Gazette - Martha's Vineyard News, April 8, 2010, https://vineyardgazette.com/news/2010/04/08/tisbury-endorses-shortcut-road-bike-path-going-dogs.

[3] Janet Hefler, "In Tisbury Annual Meeting Sequel, Connector Road Fails Once More," The Martha's Vineyard Times, April 12, 2012, https://www.mvtimes.com/2012/04/11/tisbury-annual-meeting-sequel-connector-road-fails-once-more-10294/.

[4] Janet Hefler, "Third Time No Charm: Voters Reject Tisbury Connector Road," The Martha's Vineyard Times, December 11, 2013, https://www.mvtimes.com/2013/12/10/third-time-no-charm-voters-reject-tisbury-connector-road-18256/.

be necessary to minimize congestion. The traffic data in that study is now outdated and more robust methods of modeling traffic impacts from the project are now available. Conducting a new study of the overall traffic impacts of various configurations of the Connector Road would be a worthwhile next step for the project. Based on input from public forum participants, it may also be worth exploring whether the design can be revised to address concerns that were barriers to adoption in 2013, including opposition from some nearby property owners and the lack of bicycle facilities.

VISION

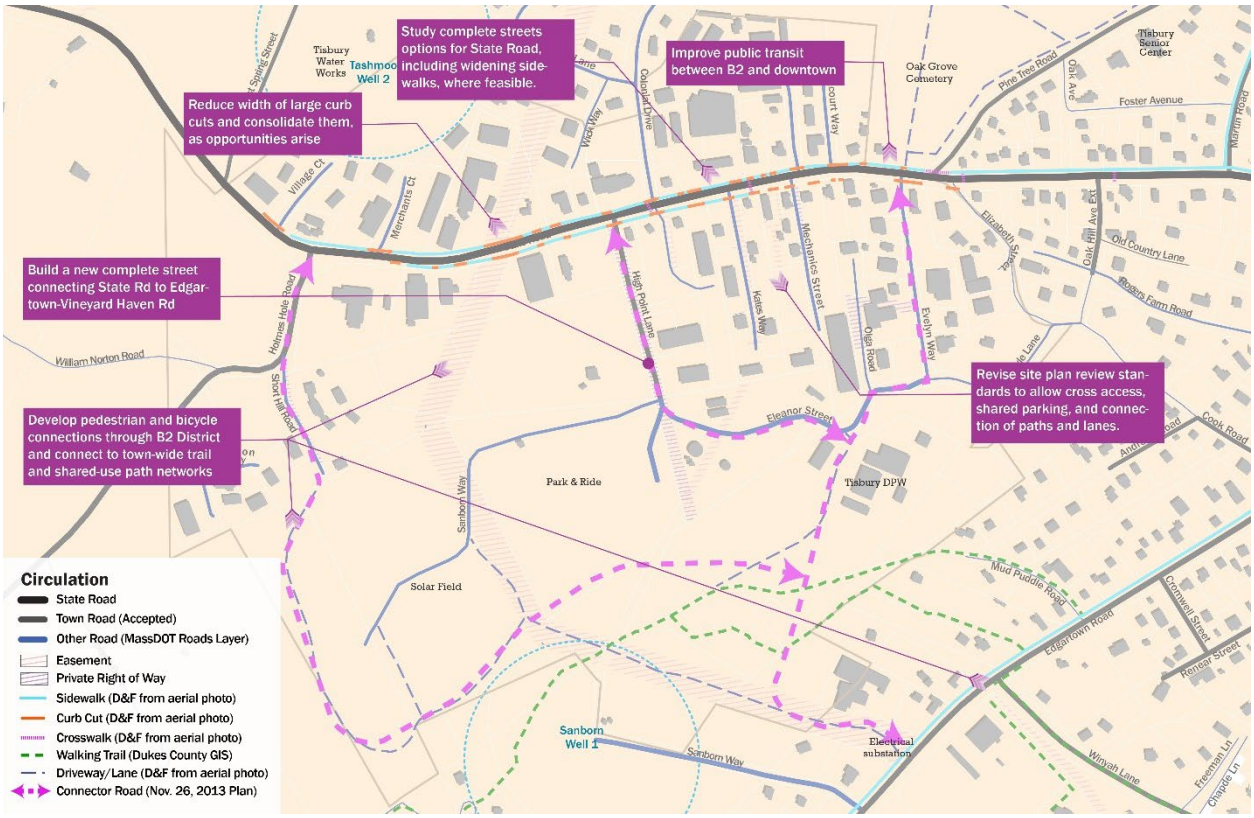
The following Vision Statement represents the preferred future of the B2 District. The Vision Statement is based on the full master plan process, including the inventory and assessment, the identification of issues and opportunities, and public input gathered during the October 2022 Commercial Districts Design Workshop and February 2023 Commercial Districts Alternatives Workshop, various stakeholder focus groups, and input from the Steering Committee.

Vision Statement

Over the coming decades, as private property owners and the town make improvements in the B2 District, the area will become more organized and efficient—enabling businesses to grow, change, and succeed; expanding opportunities for year-round attainable housing; reducing conflicts between disparate uses; and making the district more attractive and enjoyable. As opportunities arise, State Road and the area's streets, lanes, and paths will be improved and connected, so that the area is easier to navigate by car, truck, on foot, or by bicycle. The town will work toward the establishment of a new complete street that connects State Road with Edgartown-Vineyard Haven Road. Wastewater capacity will be expanded—opening opportunities for housing and businesses and protecting water quality. As sites are redeveloped, environmentally friendly site design will expand tree cover and reduce runoff and pollution. More connected sidewalks and trail networks will reduce dependence on cars and enable people to experience the natural areas in and adjacent to the district. Zoning changes will undergird many of these improvements, enabling property owners to do more while ensuring high-quality building and site designs. Through a combination of public investments and private initiatives, the B2 district will mature into a more coherent and appealing place, expanding the town's tax base, strengthening its economy, serving everyday needs, reducing congestion, expanding walking, bicycling, and using transit, and providing much-needed housing.

Big Ideas

Map 11: B2 Circulation Recommendations



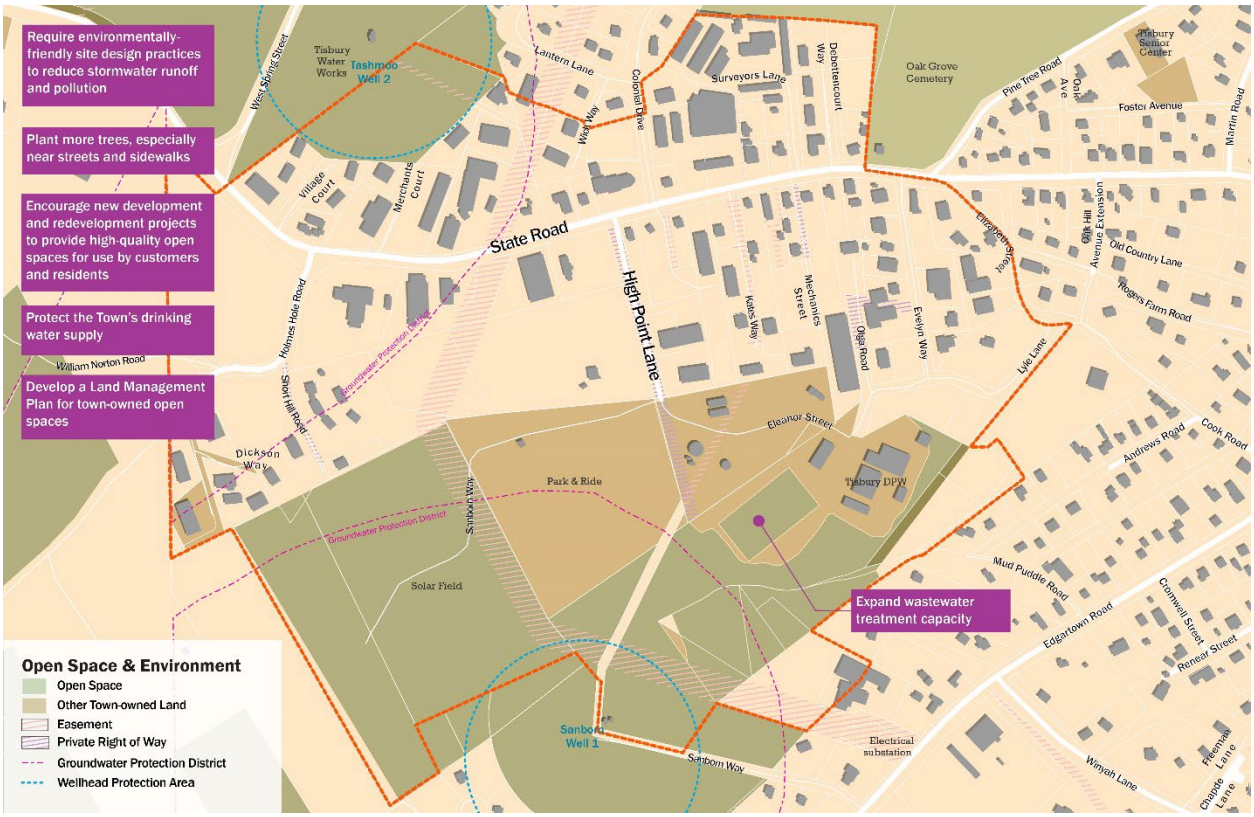
<u>Improve Pedestrian, Bicycle, and Vehicle Circulation</u>

- Build a new street connecting State Road with Edgartown-Vineyard Haven Road.
  Why? A new street will provide a safe and convenient route for all modes of transportation, connecting the two major roads. It will enable more direct travel to the B2 District and allow some trips to avoid congestion at the intersection of State Road and Edgartown-Vineyard Haven Road near Look Street. The new street will also expand the town's pedestrian and bicycle network and allow another route for emergency vehicles.
- Make the B2 District more walkable, connected, efficient, and environmentally sustainable by strengthening zoning and site plan review standards for the B2.
  Why? The B2 District is a complex area that has grown organically over the past decades into a mix of retail, restaurant, service, entertainment, and light industrial businesses, town facilities, transportation infrastructure, and housing. Like many areas that grew without an overall plan, the area has a mixed character and functional challenges, including congestion, unsafe conditions for people walking and bicycling, inefficient parking, and inconsistent signage and building design. These challenges can be addressed over time through the process of zoning and site plan review. Site plan review is triggered when an applicant wants to make certain changes to their property. Site plan review provides an opportunity to ensure that sites are safe to use, do not harm the environment or adjacent uses, and meet minimum aesthetic standards. Site plan review is especially useful for coordinating improvements on different properties over time. In the B2 District, improved site design standards can promote consolidation of curb cuts on State Road, cross access between properties,

and shared parking. Site plan review standards can encourage or require pedestrian paths and sidewalks, especially for public serving uses. In addition, zoning standards for parking could be revisited to ensure that the required number of spaces reflects typical parking demand, to allow more flexibility for shared parking, to add more detail to parking lot design standards, and to clarify requirements for the outdoor storage of commercial vehicles, equipment, and used yard parts and salvage yards.

- Develop pedestrian and bicycle connections through the B2 and connect to town-wide trail and shared-use path networks.
  Why? Providing pedestrian and bicycle connections in the B2 will enable more people to access and pass through the area without using a car. This can reduce congestion on State Road. Active transportation has numerous health benefits and can strengthen the customer base for local businesses. The B2 already has some trails, ample public land, and is adjacent to large areas of public land to its west. The powerline corridor could potentially become home to trails connecting the Edgartown Road to West Spring Street or even West Chop.
- Improve public transit between the B2 and the Downtown.
  Why? The VTA Route between the ferry and the Park and Ride lot already provides an essential service for people coming to and going from the Vineyard, especially for commuters. Expanding public transportation between Tisbury's commercial districts and including the Senior Center would expand the customer base for both areas and would enable more people to eliminate car trips, reducing congestion on State Road and reducing greenhouse gas emissions.
- Study complete streets options for State Road, including widening sidewalks where feasible.
  Why? State Road will continue to be a multi-modal street for the foreseeable future, traversed by cars, large trucks, buses, people on foot and bicyclists. Facilities for pedestrians are minimal, and those for bicyclists are non-existent. The heavy demands put on State Road result in congestion, increase the risk of harm for pedestrians and bicyclists, and likely reduce the customer base for the area. While MassDOT does not appear to have plans to redo State Road soon, the town can still begin to explore complete streets design options, so it is ready to collaborate with MassDOT and property owners when the opportunity arises. Topics to explore include: the appropriate balance of facilities for various modes, possibilities for expanding the right of way, coordinating public and private improvements, and how to improve sidewalks and bicycle facilities without harming existing trees.

Map 12: Open Space and Environment Recommendations



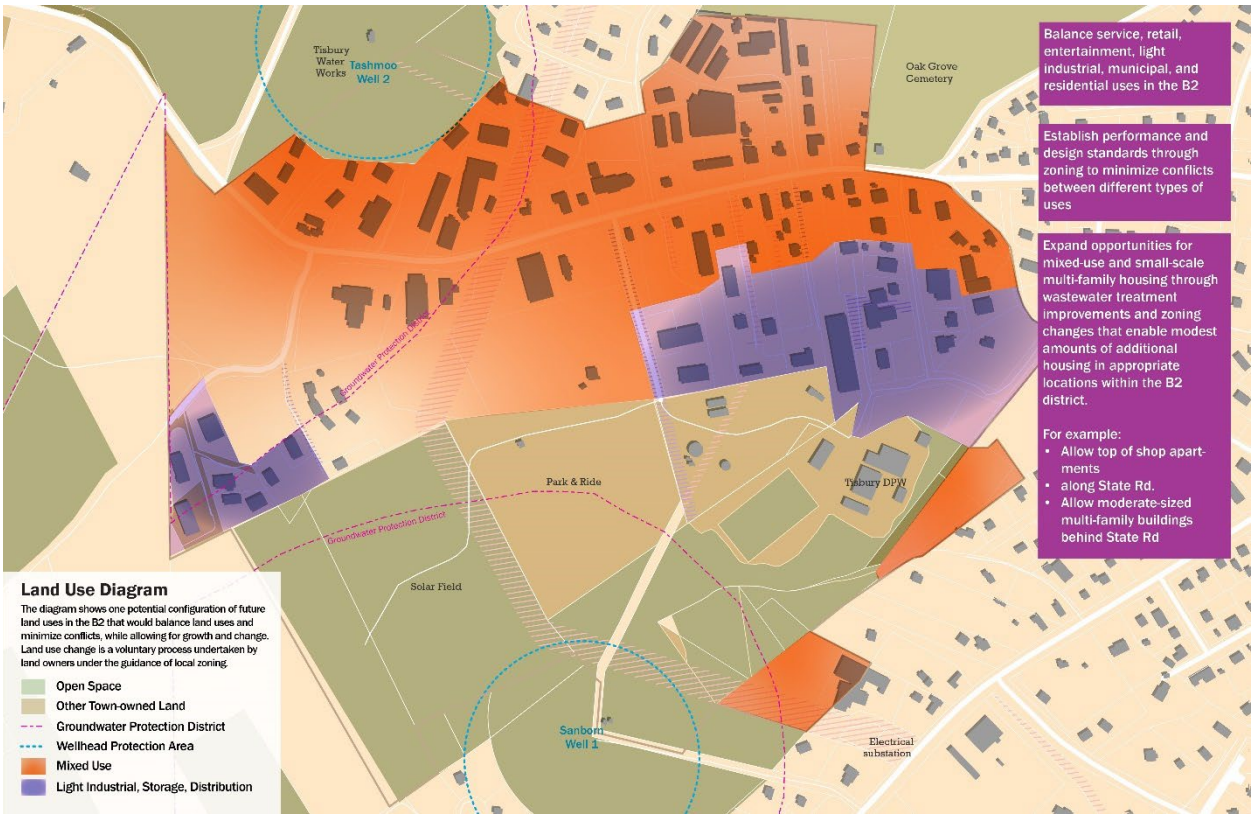
<u>Protect the Environment and Improve Access to Open Space</u>

- Require environmentally friendly site design practices to reduce stormwater runoff and pollution and protect the Town's drinking water supply.
  Why? Tisbury's groundwater and its waterbodies are irreplaceable resources that are necessary for the Town's long-term survival and success. The design of individual sites can help protect these environmental resources by ensuring that stormwater runoff is retained, cleaned and infiltrated on site, and that any pollution is prevented from entering groundwater or surface waterbodies. Environmentally friendly site design is especially important in the B2 District because it has a combination of more intense land uses and water supply protection areas.
- Plant more trees, especially near streets and sidewalks.
  Why? Street trees have numerous benefits including providing shade, cleaning stormwater, providing habitat, increasing property values, and slowing traffic. While State Road has some stately trees, there are still opportunities along it to fill in gaps with new trees. The long-term sustainability of tree canopy in developed areas requires maintaining a diversity of tree ages and tree species.
- Encourage new development and redevelopment projects to provide high-quality open spaces for use by customers and residents.
  Why? While the B2 District has large areas of town-owned open space surrounding it, there is little public open space along State Road, and the open spaces on private properties are predominantly leftover spaces with little attention to usefulness. The town could work alongside interested private business owners to incorporate a range of high-quality open spaces into private properties to improve quality of life for customers, employees, and residents by providing beauty, enjoyment, and opportunities to socialize.
- Develop a Land Management Plan for town-owned open spaces.

Why? The B2 District contains a variety of town-owned open spaces. Establishing management plans for them would ensure that those open spaces are managed in a sustainable way that is aligned with their intended function. Simply leaving areas untouched does not guarantee ecological health in a time when climate change and invasive species do not respect property boundaries.

- Expand wastewater treatment capacity.
  Why? Nitrogen from on-site septic systems is a major source of pollution in Tisbury's water bodies. Community wastewater treatment facilities are monitored more closely than private septic systems and achieve a much higher level of water quality. Expanding wastewater treatment is necessary to provide opportunities for businesses and housing in the B2 and will also protect the health of Tisbury's waters.

Map 13: Land Use Recommendations



<u>Expand Opportunities for Property Owners to Establish and Grow Businesses and Places to Live</u>

- Expand opportunities for mixed-use and small-scale multi-family housing through wastewater treatment improvements and zoning changes that enable modest amounts of additional housing in appropriate locations within the B2 district.
  Why? Many Tisbury residents lack stable housing that they can afford. This has a human toll and profoundly impacts the culture and demographics of the town. It also limits the success of local businesses who have difficulty finding employees. The B2 District is one of Tisbury's most suitable locations for diverse housing. The B2 district is within walking distance of goods and services, the Tisbury School, public transportation, local trails, and natural areas. Much of the area has already been disturbed by development and carefully planned additional housing would have a minimal impact on existing uses in the area while helping to support year-round businesses. Mixed-use buildings and small-scale multi-family buildings in the B2 District could provide diverse unit sizes and

costs, opening opportunities for people who do not want to live in a single-family house, or cannot afford to. In particular, there appears to be demand for multi-family housing among households in the 65-74 and under 35 age brackets (see the Housing and Economic Development Sections of the Master Plan for more information).

- Balance service, retail, entertainment, light industrial, municipal, and residential uses in the B2, and establish performance and design standards through zoning to minimize conflicts between different types of uses.
  Why? The economic projections developed for this plan show continued demand for additional commercial space in Tisbury, but Tisbury (and the Island as a whole) has limited land that is zoned for these uses. Tisbury's downtown commercial district is largely built out with strong historic character, so it is unlikely to experience much development or redevelopment. The Waterfront District is vulnerable to sea level rise and increased flooding and so may not be a wise place for long-term business investments. That leaves the B2 District as the most viable location in Tisbury for additional commercial space. At the same time, the B2 District has been identified as potentially suitable for mixed-use and multi-family housing. As the B2 continues to develop and redevelop, improved zoning provisions can ensure that disparate uses are designed in a way that minimizes conflicts between uses. This can be accomplished by steering potentially conflicting uses to different parts of the district, directing industrial and commercial traffic away from residential areas and strengthening performance standards for noise, dust, outdoor lighting, on-site storage, screening, etc.

Visualization

To demonstrate recommended planning and design principles for the B2 District, Dodson & Flinker prepared a series of visualizations showing how the area could evolve over time if these principles were applied. This visualization starts with an aerial view of typical conditions (Figure 1). Please note that this is not based on any actual properties, though it has been constructed to illustrate typical conditions along the State Road corridor. One of the factors hampering redevelopment of the area is a historic pattern of deep lots that were subdivided off of private driveways and alleys, rather than having separate frontage on State Road (1). Many of these have already been developed to the extent allowed by current zoning. Another issue impacting the corridor is the requirement under current zoning that each lot have its own access and parking. This results in many separate curb cuts and encourages the use of front yard space for parking (2). There is a mostly continuous sidewalk on one side of the road, but because of the arrangement of parking and driveways, it is frequently interrupted by curb cuts and parking areas—some of them stretching from one side of a lot to the other (3).

The vision embodies a series of design principles that can allow existing businesses to thrive while improving the visual character of the corridor and opening up opportunities for redevelopment. As illustrated in Figure 2, the basic idea is to work together across lot lines. [Please note that the vision, and any change in zoning that is made in the future, will not require landowners to make these changes or allow access to their properties. It will, however, provide clear economic incentives and provide business opportunities to those that wish to do so.] One way landowners might work together is to connect driveways across lot lines and share access to rear parking areas (1). This allows for some of the existing driveways and curb cuts to be closed off, opening up opportunities to expand existing buildings (grey) with new additions (brown) (2). By sharing driveways and expanding parking in the rear, space in front of the buildings can be reclaimed for pedestrians, with more continuous sidewalks and space for new trees and landscaping (3). This same approach to sharing circulation could extend to

contractor yards and storage areas (4). Rather than each narrow lot having to accommodate truck access, trucks can circulate around the back of multiple properties and have ample room for turning movements. This also would help separate deliveries from customer access and parking.



Figure 1: Typical Existing Conditions in the B2 District (not an actual site).



Figure 2: Potential redevelopment of the State Road Corridor following the vision.

Ground-level illustrations demonstrate the benefits of following this approach. Figure 3 shows a typical area along the corridor, with a sidewalk interrupted by curb cuts and parking in the front yard. Figure 4 shows how, by moving parking to the rear and sharing driveway access, space can be made available for reclaiming the front yards for pedestrians and expanding buildings for mixed use. This can include benches and other street furnishings that encourage people to park once and walk between uses (1). It can also open up space for sidewalk cafes and display areas that support business growth (2). And it

can allow for expansion of buildings, including adding offices and apartments above shops and restaurants (3). Over time, this process can continue, supported by the creation of additional parking and other infrastructure necessary to support redevelopment (Figure 5).



Figure 3: Ground level view of typical existing conditions in the B2 District (not an actual site).



Figure 4: Ground level view showing improvements to the State Road corridor.

Over time, the redevelopment process becomes a virtuous cycle, with new development opportunities supporting additional efforts to replace curb cuts with shared driveways and rear alley access (1). It can include shared maintenance of pedestrian amenities, including trash pickup, cleaning and snow clearing (2). It can allow for uses to change over time, especially by allowing for a mix of residential and commercial uses on upper floors (3). And by using space more efficiently throughout the district it will open up land for redevelopment in the core of a thriving mixed-use district (4).



Figure 5: Ground level view showing additional phases of redevelopment along the State Road corridor.

Downtown & Waterfront

EXISTING CONDITIONS AND RECOMMENDATIONS

Two Interdependent Districts

Map 14: B1 (Downtown) District and Waterfront District



B1 (Downtown) and Waterfront Commercial Districts

- B1
- Waterfront Commercial
- Structures
- State Route, Non-numbered Road
- Local Roads
- Open Water
- Wetland
- Perennial Stream

Open Space

Level of Protection
- Limited
- Perpetuity

Tax Parcels
- Property Lines
- Federal; County; Massachusetts; Municipal; Oak Bluffs
- Museum
- Non-Profit
- Steamship Authority

0 125 250 500 Feet

Dodson & Flinker

Date: December 2023 Source: Martha's Vineyard Commission, MassGIS

The B1 (Downtown) District and the Waterfront Commercial District are abutting commercial districts in Vineyard Haven. The B1 (Downtown) District is approximately eighteen acres with about eighty parcels. It covers land adjacent to: Main Street, most of Beach Street from Main Street to Water Street, and Union Street from Water Street to Main Street. The Waterfront Commercial District is approximately 41 acres with about 73 parcels. It includes land adjacent to: Beach Road, Lagoon Pond Road, Beach Street Extension, and the east side of Water Street.

The two districts are closely related. The daily activities of customers, employees, and residents span the two districts. The districts share key infrastructure like streets, stormwater, and wastewater systems. They are impacted by similar forces, including overall economic conditions, traffic flows, and the Steamship Authority Ferry Terminal. Given their interdependent nature, information about the two districts is presented together.

As can be seen in Map 15 [aerial photo], the districts are almost entirely developed, with structures and parking areas covering most of the land in the two districts. The aerial photo also shows some differences in the development patterns of the two districts. In the Downtown, especially along Main Street, buildings were built close together and line up close to the street. In the Waterfront Commercial District, buildings are spread further apart, their sizes vary more, and their relationship to streets is more inconsistent. More land in the Waterfront Commercial District is dedicated to parking and outdoor storage and work yards than in the Downtown.

Map 15: Aerial Photo of the Downtown and Waterfront Commercial Districts



Land Use and Parcels

Map 16: Land Use in the Downtown and Waterfront Commercial Districts



The map of existing land uses in the Downtown and Waterfront Commercial Districts (Map 16) reveals several clusters of uses. Mixed-use is concentrated along Main Street, Beach Street, Lagoon Pond Road, and Beach Street Extension. As is typical of historic village centers, many of the buildings in these areas have ground floor commercial uses with upper story apartments. Parcels with commercial uses, like retail, restaurants, offices, and accommodations, are interspersed with mixed-use in the areas mentioned before and along Beach Road, especially on its inland side. Water dependent commercial uses are, as would be expected, clustered along the harbor side of Beach Road and on Lagoon Pond. A cluster of single-family, multi-family, and mixed-use housing nestles along Lagoon Pond Road. Additional isolated residential parcels are sprinkled throughout the districts. Government uses (Town of Tisbury, Post Office, Steamship Authority) are clustered along Water Street and on Beach Street near Five Corners.

Parcels are generally smallest in the historic areas along Main Street and Lagoon Pond Road and are generally larger along Beach Road. There is little vacant land in the two districts other than land that is constrained by environmental features or is used for parking. There is little room for new development

and both development and redevelopment are constrained by flood zones and zoning—especially the reliance on special permits and limitations on mixed-use and multi-family housing.

Overall, the land use map shows a relatively dense mix of diverse uses several coherent subareas, including the walkable mixed-use Main Street area, the working waterfront area, the residential cluster on Lagoon Pond Road, and the auto-oriented uses along the inland side of Beach Road. Some of these clusters are more dependent on their specific location than others. The Main Street area is a one—of-a-kind environment. Its physical design, with side-by-side storefronts, historic buildings, and an intimate streetscape, would be difficult to replicate. Its location is also unique. Businesses along Main Street also benefit from foot traffic generated by residents in upper story apartments and adjacent residential neighborhoods and proximity to the ferry and major routes up and down island. Looking forward, the mixed-use Main Street area will continue to be important to the Town's identity and its economy. The town should continue to support this area through infrastructure improvements and zoning updates, as needed. Likewise, working waterfront uses are tied to their location and provide essential services to Tisbury and Martha's Vineyard. Some uses in other parts of the Downtown and the Waterfront appear to be less dependent on their specific locations. Over the coming decades, some of these uses may want to relocate out of these areas due to changing economic conditions and outside forces like sea level rise. Given the limited area available for commercial uses in Tisbury and Martha's Vineyard, this may prove difficult unless local zoning codes are revised or appropriate land is identified for retreat.

Flooding, Climate Change and Sea Level Rise

The Waterfront Commercial District and low-lying parts of the Downtown District are currently vulnerable to flooding. The Five Corners area regularly floods due to stormwater flowing into the area. The harbor front is vulnerable to coastal storms, especially hurricanes and nor'easters.

The risk of flooding is expected to increase as sea level rise progresses. The current FEMA Flood Maps (see Map 17), which were last updated in 2016, show that the 1% floodplain, which has a base flood elevation of ten feet, covers all of the Waterfront District, much of Veterans Park, and about half of the land between Water Street and Main Street, including most of the Stop & Shop, the Town Parking Lot, and the commercial building next to the Police Station. In addition, the edge of the harbor, Beach Street Extension, and land along Beach Road from Five Corners to just past the Tisbury Shell Station is designated by FEMA as being in a Velocity Zone, meaning it is vulnerable to damaging, high-velocity wave action during storms. The estimated flood height in the inland portions of the VE Zone is twelve feet, while the estimated height along the shore and in the vicinity of Vineyard Harbor Motel, West Marine and the adjacent section of Beach Road is thirteen feet. A narrow band of .02% flood zone runs along the uphill side of the 1% flood zone including the Town parking area on Beach Street next to Veterans Park, the Police Station, Union Street Mall, and part of the Stone Bank redevelopment project.

Map 17: FEMA Flood Zones and the Downtown and Waterfront Districts



B1 (Downtown) and Waterfront Commercial Districts

- B1
- Waterfront Commercial

FEMA Flood Zones

- Zone AE - BFE 10ft
- Zone VE - BFE 12ft
- Zone VE - BFE 13ft
- Zone VE - BFE 15ft
- Zone X
- Structures
- State Route, Non-numbered Road
- Local Roads
- Open Water
- Wetland
- Perennial Stream

Open Space

Level of Protection

- Limited
- Perpetuity

Tax Parcels

- Property Lines
- Federal; County; Massachusetts; Municipal; Oak Bluffs
- Museum
- Non-Profit
- Steamship Authority

0 125 250 500 Feet

Date: December 2023 Source: Martha's Vineyard Commission, MassGIS

DODSON & FLINKER
Landscape Architecture and Planning

Map 18: Estimated Future Coastal Flood Risk in Vineyard Haven showing the extent of floods with a 1% and .1% chance of occurring in 2030



Coastal Flood Risk (2030)

- B1
- Waterfront Commercial
- Structures
- State Route, Non-numbered Road
- Local Roads
- Open Water
- Wetland
- Perennial Stream
- MA Coastal Flood Risk Model-1% ACEP
- MA Coastal Flood Risk Model-0.1% ACEP

0 125 250 500 Feet

Dodson & Flinker
Landscape Architecture and Planning

Date: December 2023 Source: Martha's Vineyard Commission, MassGIS, Massachusetts Coastal Risk Flood Model data from Resilient Mass

The Massachusetts Coastal Flood Risk Model (MC-FRM) was produced for MassDOT by the Woods Hole Group. It is a high-resolution dynamic model that estimates the extent and depth of future

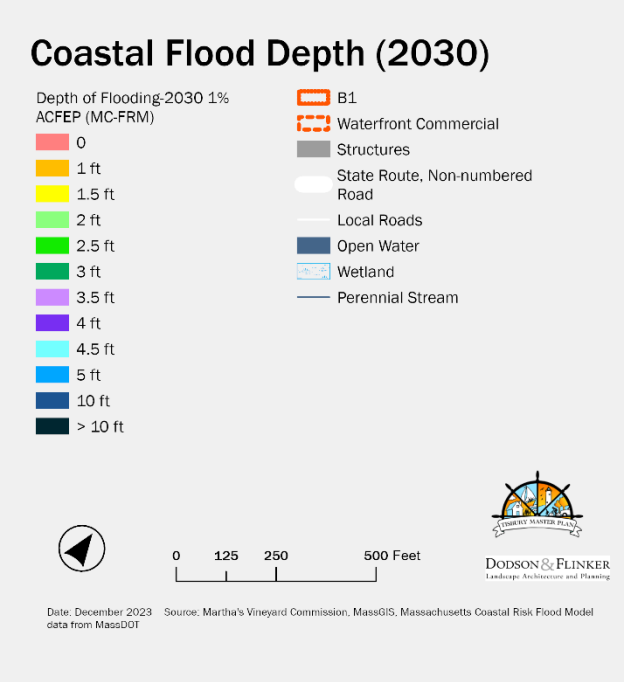
flooding. The model projects future flooding including the impacts of sea level rise[5], wind, waves, and storm surge. The model projects flooding for the years 2030, 2050, and 2070 and for various storm probabilities (called Annual Flood Exceedance Probability or ACEP). Map 19 shows the model's projections for the area of land that would be flooded during a 1% ACEP storm and a .01% ACEP storm in 2030. The 1% ACEP results from the model show slightly more flooded land than is shown by the FEMA flood map for a 1% storm. The models show that extent of flooding during the 1% and .1% storms in 2050 and 2070 is relatively similar to that for 2030. That is because Tisbury's uplands slope steeply upward, limiting the extent of additional flooding.

Map 19: Flood Depths in Vineyard Haven During a Flood With a 1% Chance of Occurring in 2030



[5] The MC-FRM includes the following estimates of sea level rise:

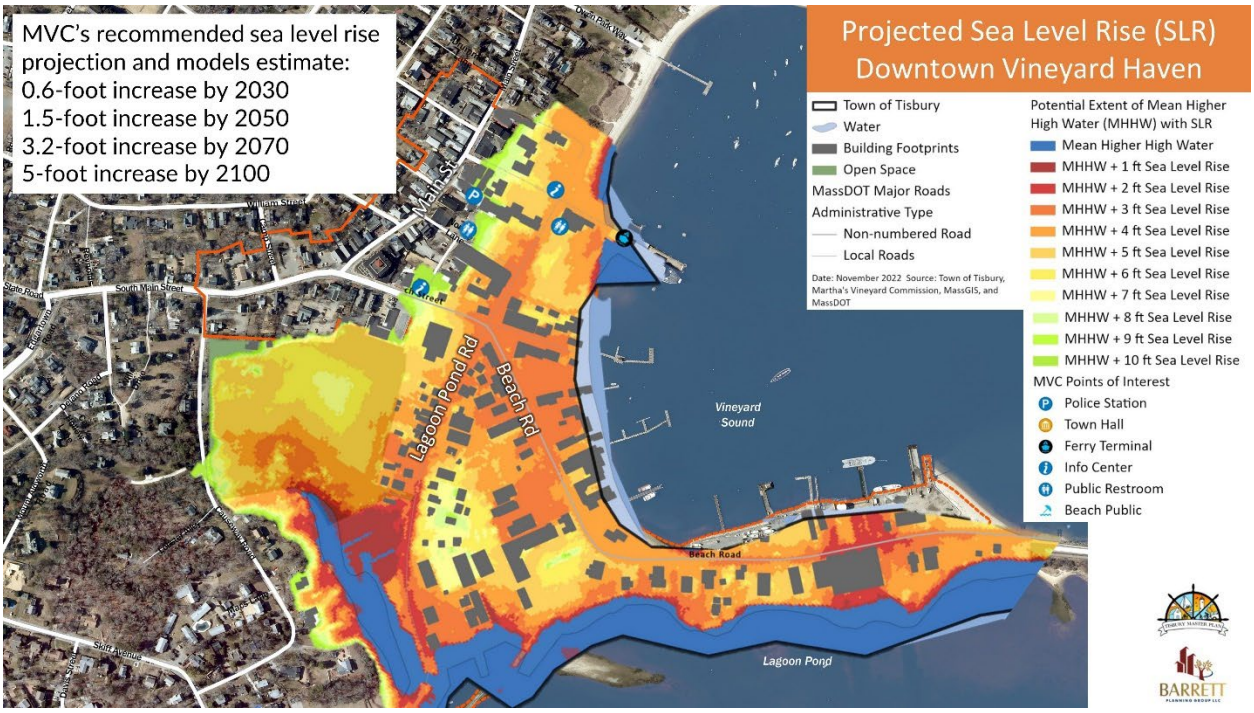
	Relative Mean Sea Level (feet, NAVD88)		
Region	**2030**	**2050**	**2070**
South (Provincetown to Westport)	1.2	2.5	4.3



Map 19 shows the estimated *depth* of flooding for the 1% ACEP storm in 2030. The model shows that most of the flooded area shown in the previous map would be under about ten feet of water, including Beach Road, Water Street, Lagoon Pond Road, Beach Street Extension, and lower Beach Street. Facilities located in this area include the Steamship Authority Ferry Terminal, the Packer dock and fuel storage areas, the Citgo and Shell gas stations, the Vineyard Wind Facility, the Post Office and a portion of Stop & Shop, as well as numerous other properties. The map shows isolated areas of higher ground that would experience less flood depth, including a portion of the Steamship Authority loading area, and a large area between Lagoon Pond Road and Beach Road. By 2050, the area under ten feet of water would cover the isolated pockets of higher ground and also expands outwards. By 2070, flood depths for the 1% ACEP flood would exceed ten feet along Lagoon Pond Road, Beach Road, Water Street, and Beach Street Extension.[6]

[6] The flood projections can be seen in an online interactive map produced by Massachusetts Office of Coastal Zone Management (CZM) at *https://experience.arcgis.com/experience/23d861b79aed450eb897201 3dd28579b/page/Introduction/?views=2030-Flooding*

Map 20: Projected High Tides with Sea Level Rise in Vineyard Haven



In addition to storm driven flooding, sea level rise will eventually bring regular flooding with high tides to the Downtown and Waterfront Commercial areas, as shown in Map 20. The earliest impacts will be noticeable with one to two feet of sea level rise, when daily high tides will wet portions of Lagoon Pond Road, the Packer Facility, and the Martha's Vineyard Shipyard. Three feet of sea level rise will have significant impacts. Lagoon Pond Road, Five Corners, and much of Beach Road will experience high tide flooding.

For reference, the Martha's Vineyard Commission's recommended sea level rise projection and models estimate a 0.6-foot increase by 2030, 1.5-foot increase by 2050, 3.2-foot increase by 2070, and 5-foot increase by 2100. The Massachusetts Coastal Flood Risk Model described earlier incorporated sea level rise projections of a 1.2-foot increase by 2030, 2.5-feet by 2050, and 4.3 feet by 2070.

Regardless of the rate at which sea level rise happens, the town needs to begin planning for sea level rise because coastal adaptation projects typically take a long time to implement. Key questions the town should explore include: how to deal with flood prone roads, including their interface with adjacent properties, like the Steamship Authority Ferry Terminal; whether some uses should be discouraged in flood prone areas over the coming decades; and whether the town needs to rezone upland areas to allow businesses and homes to migrate out of flood zones. At a conceptual level, the Town needs to decide what its strategy is for responding to coastal hazards from climate change and sea level rise in various locations: what should be projected through sea walls, enhanced dunes, or the like? where should flooding be accommodated, for example by elevating structures? where is it appropriate to retreat from flooding, for example by moving facilities or uses out of harm's way. Figure 6 illustrates these options.

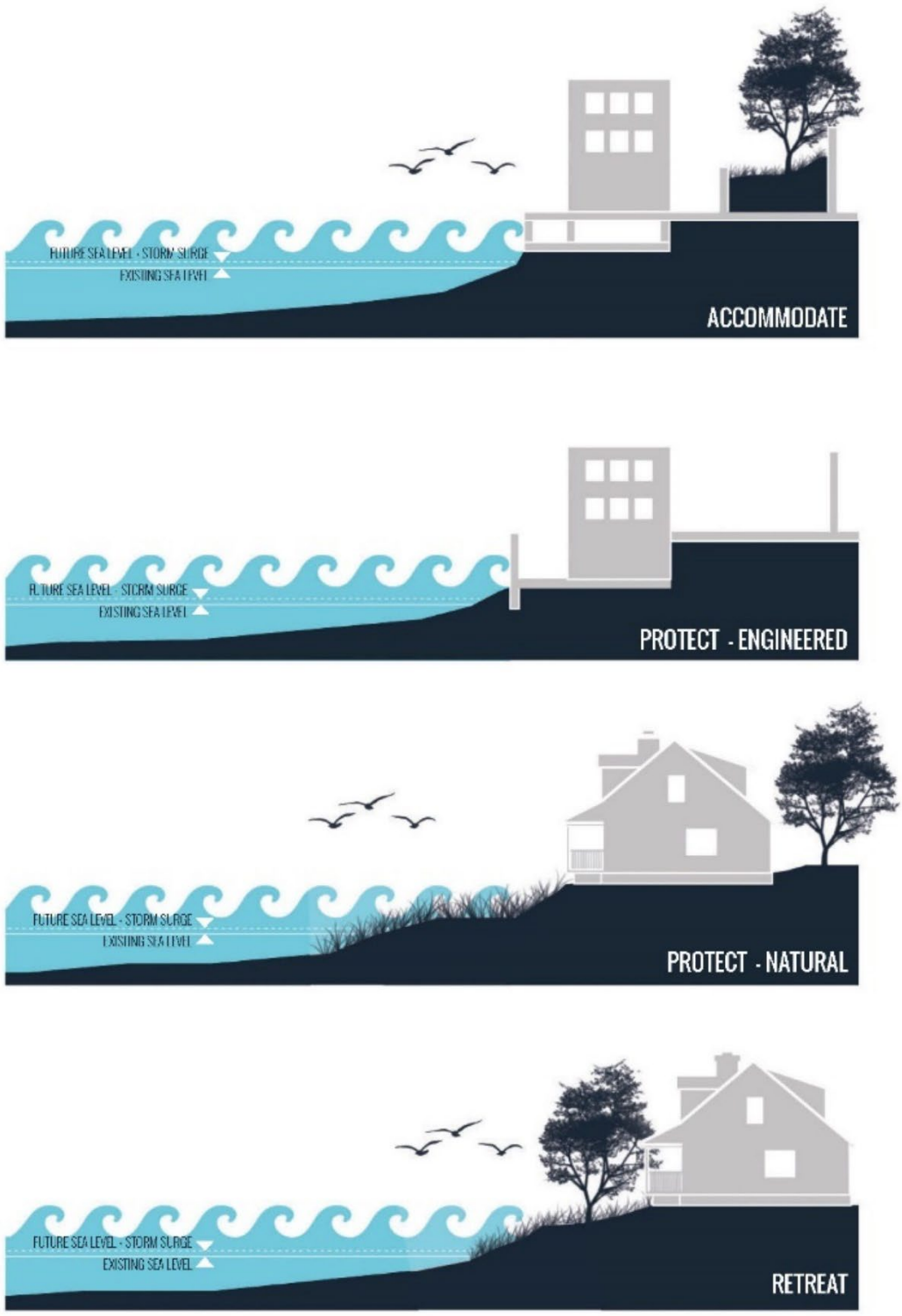


Figure 6: Strategies for Preparing for Coastal Climate Change. Source: Spinola, Nathalie. “Exploring Adaptive Strategies : A Kit-of-Part For The Vineyard Haven Harbor,” 2017.

Circulation



Figure 7: Existing Conditions for Pedestrian & Bicycle Circulation in the Downtown and Waterfront Commercial Districts.

The Downtown and Waterfront Commercial Districts have a relatively complete sidewalk network with sidewalks on one or both sides of most major streets. Sidewalks are often narrow as is common in historic centers where streets have narrow rights-of-way. Sidewalks have a mix of pavement materials, including brick, asphalt, and several formulations of concrete. Standardizing materials as sidewalks are rebuilt and upgraded would help improve the look and legibility of the districts. Sidewalk gaps along Beach Street between Main Street and Water Street and along Lagoon Pond Road compromise pedestrian safety and comfort. Several key pedestrian desire lines in the vicinity of the Steamship Authority terminal lack sidewalks. The path along the beachfront on the Steamship Authority property ends at the ferry loading area with no route across to the terminal or to the beach access at the north end of the property. The pedestrian route from the ferry terminal to the bus loading area is marked with paint only. Throughout the districts, crosswalks are typically painted with two narrow parallel lines. Upgrading these to a high visibility crosswalk pattern, like the ladder or continental pattern, would improve pedestrian safety.

The downtown benefits from a secondary network of lanes and pedestrian paths. Lanes include Norton Lane and Cromwell Lane. Both are used by pedestrians, bicyclists, and vehicles. For vehicles and pedestrians, Norton Lane provides an important link between Main Street and Water Street, sometimes used to bypass congestion at Five Cornes. Cromwell Lane is used to access parking areas in the block

interior and connects Norton Lane to Beach Street. Both lanes provide a relatively quiet place for non-motorized travel. The lanes have mixed kinds of pedestrian facilities. Cromwell Lane has no pedestrian facilities and is used as a shared street. Norton Lane has several types of sidewalks, shared lane marking at its west end, and a yellow painted path along the parking lot drive aisle at its east end. This mix of treatments makes the desired and appropriate use unclear to both pedestrians and drivers. The area also has several pedestrian-only paths. The "Union Street Mall," a walkway between Union Street and Cromwell Lane, is appealing but is difficult to see from the Town Parking lot. A stairway along the path is partially blocked off and appears to be in disrepair. A new shared use path aligns with the end of Cromwell Lane at Beach Street. It connects to Veteran's Field and from there to the park entrance drive off Lagoon Pond Road. Plans for redevelopment of the Safe Harbor Marina call for extending the shared use path around the periphery of the Marina to the edge of the Lagoon. From there a publicly accessible path could connect across an easement on the Tisbury Marketplace property to Beach Road.

On the north end of the district, another new pedestrian-only path network was developed as part of the Stone Bank redevelopment project. It provides an alternative walking route from the ferry landing and bus stop to a network of sidewalks on Main Street and adjoining blocks, including the route north on Main to Owens Park.

Bicycle facilities include on-street bicycle lanes on Beach Road and a shared-use path around Veteran's Park. The latter connects to Causeway Road and from there to Skiff Avenue. Both have minimal signage indicating they are bicycle routes. Causeway Road lacks dedicated bicycle lanes or sharrow markings. Skiff Ave has a striped bicycle lane on one side. The lack of bicycle facilities is a significant safety hazard and a deterrence to bicycling in Tisbury. The town has explored a variety of shared use path configurations. There are no easy solutions, but continuing to move forward on bicycle infrastructure is a key priority for the town.

Outdoor Spaces and Environment



Figure 8: Existing Conditions for Outdoor Spaces and Environment in the Downtown and Waterfront Commercial Districts.

There are four public park spaces in the Downtown and Waterfront districts: War Veterans Memorial Park (aka Veterans Park), Lagoon Bridge Park, Owen Park, and the beach front, path, and gazebo adjacent to the Steamship Authority. These parks provide much needed greenspace and are well used. Owen Park and Veterans Park are increasingly being used for events. Other town-owned outdoor spaces in the downtown include the parking areas at Owen Park, the parking lot at the foot of Union Street, the parking lot adjacent to Stop & Shop, and the parking lot on the west side of Beach Street just north of the shared use path to Veteran's Park. These town-owned spaces, while necessary for parking, could also be put to other uses occasionally—significantly increasing the space available for outdoor events and gatherings downtown.

Privately owned outdoor spaces play an important role in the Downtown and Waterfront Commercial Districts. They provide visual interest and, in some cases, publicly accessible locations to sit and rest. Boch Park, which is gated off from the public, is one of the most prominent because of its size and its location. The open space next to Tisbury Marketplace has value due to its size and its proximity to Lagoon Pond. Pocket parks, outdoor café spaces, and paved plazas can be found along Main Street and adjacent to Five Corners. These bring life to the areas and are a credit to the property owners who have created them.

As in many downtowns, it is often unclear which spaces are public, which are private, and which are semi-public—for example, available to customers only. This challenge is compounded in these districts, because of the large number of visitors and the short supply of truly public space. There are a variety of simple urban design techniques that can be employed to clarify the status of outdoor spaces, from strategically placed planters, to varying pavement materials, to signage.

Previous planning documents for Tisbury, and public input for this plan, show a long-standing desire for increased access to the harbor and waterfront. Because almost all the waterfront is privately owned and much of it is working waterfront, this has been difficult to achieve. Nevertheless, increased public access to the waterfront continues to be important to the future success of the town and these districts. It would improve quality of life for the majority of Tisbury residents who do not own waterfront property and would draw more customers to Vineyard Haven businesses, especially ones that benefit from foot traffic like stores and restaurants.

VISION

The following Vision Statements describe changes to the Downtown (B1) and Waterfront Commercial Districts as envisioned by the Master Plan. The Vision Statements are based on the full master plan process, including the inventory and assessment, the identification of issues and opportunities, and public input gathered during the October 2022 Commercial Districts Design Workshop and February 2023 Commercial Districts Alternatives Workshop, stakeholder focus groups, and input from the Steering Committee. The section below presents the visions for the Downtown and Waterfront together because the two areas are closely linked physically and functionally.

Vision Statement, Downtown (B1 District)

Downtown Vineyard Haven will continue to be a year-round downtown for Tisbury and the Island. Over the coming decades the downtown will retain its central role in the town's economy and civic life while its historic character and sense of place are strengthened, making it an even more walkable and wonderful downtown. Its dynamic mix of businesses, homes, parks, and civic spaces will support a high quality of life for Tisbury residents and an enjoyable experience for visitors from other Island towns and afar. The downtown will balance its crucial role in the Island's transportation system with the need for safe, efficient, and comfortable streets for people on foot, on bicycles, and in cars and trucks. Improved pedestrian and bicycle facilities will be woven into the existing fabric of the downtown providing legible and continuous pathways that connect all parts of the downtown and link it to the ferry terminal, the waterfront, Beach Road, the Martha's Vineyard Museum, the B2 District and nearby neighborhoods. Existing and new outdoor spaces will be designed and maintained to provide delightful places to rest and gather. Selected streets and parking areas will become more multi-functional, providing additional space for temporary events and flexible uses. Stormwater management will be upgraded using advanced techniques that clean stormwater and reduce flooding. Historic buildings will be maintained and upgraded. Obsolete structures will be replaced with appropriately scaled new buildings that reflect the downtown's unique character while meeting contemporary business and housing needs and expanding the town's tax base. Over the coming decades, improvements to the downtown will make it an even more functional, livable, and enjoyable heart for the town of Tisbury.

Vision Statement, Waterfront Commercial District

Over the coming decades, the Waterfront District will adapt to climate change and sea level rise in ways that make it more resilient, more attractive, and more environmentally sustainable—improving the area's critical transportation systems and making it easier for water-dependent uses to succeed. The town will work proactively to prepare critical infrastructure for sea level rise and increased stormwater flooding. The town will collaborate with private property owners, MassDOT, the Steamship Authority and others to ensure that water dependent uses—like the ferry terminal, shipbuilding and repair facilities, marinas, and shipping terminals—will continue to be able to serve critical Island-wide needs. Meanwhile the town will begin to prepare for a time when some non-water dependent uses are no longer viable in the Waterfront District. The Town will proactively make regulatory changes and infrastructure improvements in the downtown and B2 so those areas can accommodate additional businesses and places to live. In the Waterfront District, the town will ensure that remaining businesses and the natural environment are prepared for sea level rise. The town will continue long-term efforts to improve water quality, protect water resources, and increase public access to the harbor, with a focus on working with willing partners. Visitors who arrive by water will be welcomed with more efficient systems for mooring and harbor management. The town will support efforts at expanding aquaculture and businesses and embrace institutions related to its maritime past and future. Recognizing the Waterfront District's central role in the Town- and Island-wide transportation network, the town will continue to improve pedestrian and bicycle facilities and vehicle circulation. The experience of arriving at the

ferry terminal will become more welcoming and the connection between the ferry terminal and downtown will become more legible and enjoyable. Congestion, safety, and flooding at Five Corners will be improved. A continuous system of paths will link Lagoon Pond Road and Beach Road and connect to adjacent areas. Selected streets, open spaces and parking areas will become more multi-functional, providing additional space for events and temporary and flexible uses. The Waterfront District will rise to the challenges it faces, maintaining its role as a working waterfront, a transportation hub, and beautiful harbor.

Big Ideas

The vision statements for the Downtown and Waterfront Commercial areas include a set of Big Ideas—key imperatives for implementing the changes that are envisioned. These are presented by topic area for both districts in the following diagrams and then separately for the two districts in the written descriptions that follows the diagrams.

Diagrams Showing Big Ideas for the Downtown and Waterfront



Figure 9: Recommendations related to Climate Change & Sea Level Rise for the Downtown and Waterfront Commercial Districts.

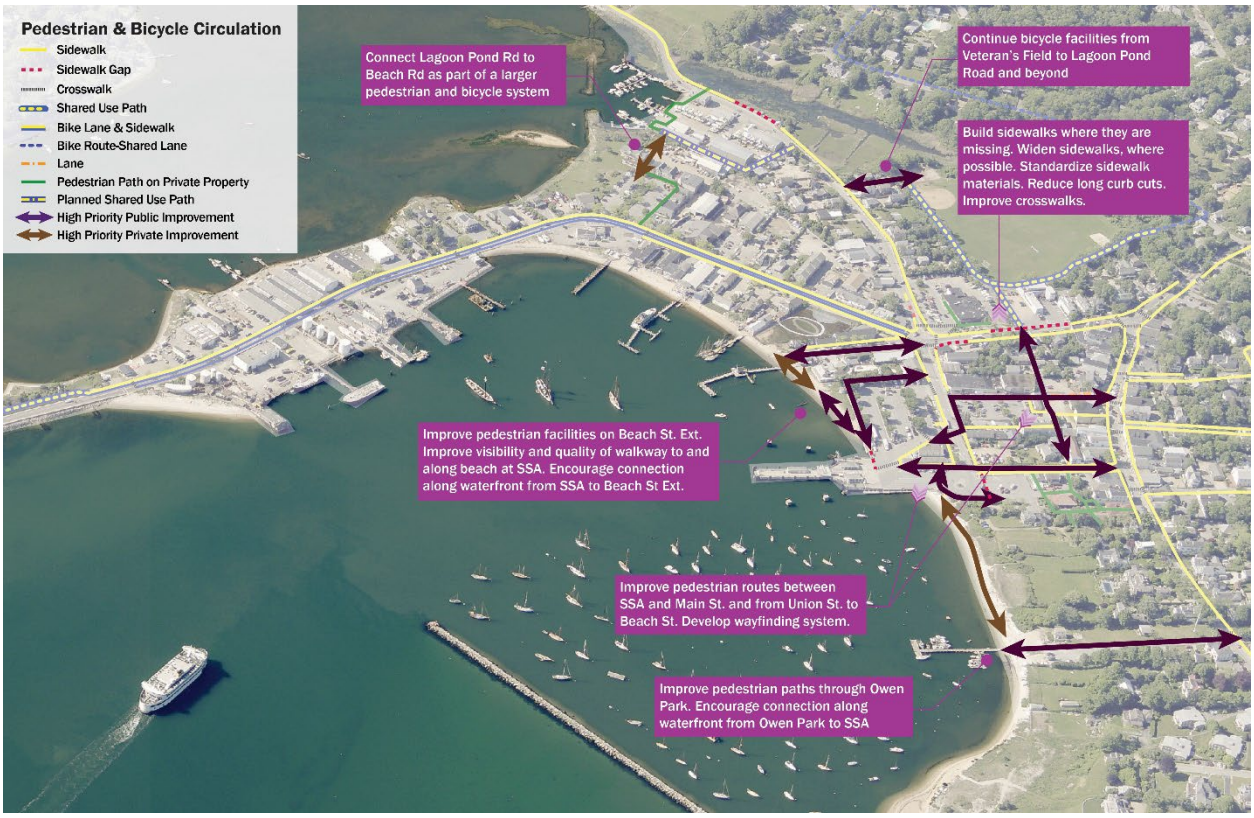


Figure 10: Recommendations for Pedestrian and Bicycle Circulation in the Downtown and Waterfront Commercial Districts.



Figure 11: Outdoor Spaces and Environment Recommendations for the Downtown and Waterfront Commercial Districts.



Figure 12: Recommendations for Land Use and the Economy in the Downtown and the Waterfront Commercial Districts.

Big Ideas for the Downtown (B1 District)

- Make the downtown easier to access and navigate by improving intersections, improving streetscapes and pathways, making it easier to find parking, improving wayfinding, and separating trucks from general traffic, pedestrians, and bicycles.
  Why? A more accessible and legible downtown will be more enjoyable for residents and visitors, will reinforce Vineyard Haven's sense of place, will strengthen the local economy, and will encourage trips by walking and bicycling instead of driving.
- Make the zoning for the downtown more predictable and eliminate barriers to productive use of properties for commercial, residential, and mixed-uses.
  Why? Revised zoning will strengthen the local economy, expand opportunities for attainable housing, incentivize property maintenance and improvement, improve predictability for property owners and citizens of Tisbury, and expand the town's tax base.
- Expand the use of shared parking, both private and public. Shared parking should be prioritized on the edges of the downtown and in the adjacent Waterfront District in locations that are accessible but not visually dominant. Encourage shared vehicles like Zip Car and a bike share system.
  Why? Shared parking will improve the utilization of parking spaces—minimizing the total amount of land needed for parking. Shared parking will support local businesses and housing while advancing the transition to a more pedestrian-focused downtown. Shared parking is also related to climate change adaptation; as properties become infeasible for structures due to climate-driven flooding,

they can be reused for shared parking, which will in turn reduce the need for parking in upland areas so they can be used more efficiently. Shared vehicles and bicycles will help reduce the overall need for parking and will help reduce the number of vehicles coming to the island via the ferry.

- Use public spaces more flexibly. For example, streets can shift back and forth from being vehicle-oriented to pedestrian-oriented at different times of the day, week, or the year. Parking areas can be used for events and temporary businesses.
  Why? Flexible public spaces will enable the town to make better use of limited space, make the downtown more dynamic and interesting, and will provide a testing ground for new ideas.

Big Ideas for the Waterfront Commercial District

- Prioritize water-dependent uses in the Waterfront district. Revise the zoning to make it easier for water dependent businesses to adjust their operations to respond to economic opportunities and climate change. Ensure that town infrastructure supports the continued viability of water-dependent uses. Engage in public-private partnerships as opportunities arise.
  Why? Maintaining and expanding water dependent uses will ensure that critical Island-serving functions remain viable, support one of Tisbury's unique economic clusters, and will continue the town's maritime heritage.
- Continue to work toward expanded public access to the harbor and waterfront. Improve the utilization of moorings and the experience for visitors arriving by water. Focus waterfront access efforts on areas near the Steamship Authority and the downtown and where property owners are open to public access. Support efforts to expand businesses, institutions, and events related to maritime history and culture.
  Why? Tisbury's beautiful harbor is one of its defining features and has been at the center of the community's history. Public access to the harbor will improve quality of life for all who spend time in Tisbury. Tisbury has an existing cluster of businesses and attractions related to maritime history and culture; encouraging its development will strengthen the local economy and enhance its sense of place. Visitors who arrive by water can support local businesses without adding cars to the streets.
- Plan for sea level rise—develop a plan for medium-term protection of low-lying areas that are vulnerable to more frequent coastal flooding events (for example, nor'easters). Prepare for long-term accommodation of sea level rise and selected retreat. Seek funds to advance the design of resiliency projects that will be well-positioned for larger sums of state and federal funding. Explore regulatory changes for climate resiliency.
  Why? Planning for sea level rise will help the town and property owners prioritize investments, avoid costly losses, inform regulatory change strategies, and ensure that natural resources are preserved.
- Provide pathways for non-water-dependent uses to shift away from the Waterfront over time. Ensure that enough land in the upland is zoned for commercial uses to make up for space that may become unviable in the Waterfront District. Ensure that infrastructure in upland receiving areas supports additional development and does not conflict with other goals for the Master Plan.
  Why? The Waterfront District is largely made up of low-lying land, including a barrier beach and former wetlands. The area is predicted to experience more frequent flooding as climate change accelerates. In the long term, it may not be feasible for some uses to continue operating in the Waterfront District. Providing alternative locations for these types of uses to voluntarily establish or relocate will improve the continuity of the town's economy, housing base, and tax base and reduce the risk of catastrophic losses from flooding.
- Improve stormwater management—with a focus on practices that clean and infiltrate rainwater close to where it falls. Upgrade public stormwater infrastructure, including along Town and state roads. Update stormwater management regulations in the town's zoning

and/or general bylaws so that stormwater management is improved on private property over time.
Why? The Waterfront District already experiences frequent stormwater flooding, especially at Five Corners. This is likely to worsen with larger and more frequent climate-change driven storms. Improving stormwater management will reduce flooding, increase recharge of the aquifer, and also reduce pollution flowing into Tisbury's waterways. Note: improving stormwater management in the upland areas that feed into the Waterfront District is a crucial part of this strategy.

- Expand the use of shared parking, especially in areas that are not viable to use for other purposes due to flooding risk. Develop continuous, attractive paths that link shared parking to destinations in the Waterfront and Downtown Districts.
Why? Shared parking will improve the utilization of parking spaces—minimizing the total amount of land needed for parking. Shared parking will support local businesses and housing while advancing the transition to a more pedestrian-focused downtown. Shared parking can be part of the town's climate change adaptation strategy. As properties become infeasible for structures due to climate-driven flooding, they can be reused for shared parking. That will also enable more efficient use of adjacent upland areas.

Visualization

The Vision for the Downtown and Waterfront districts will be implemented through a combination of public initiatives, such as reworking roads, parking lots and sidewalks, and actions taken by private landowners on their individual properties. While the ultimate outcome is therefore hard to predict, by establishing clear policies and redevelopment principles, the town can shape both the form and function of the area.

In order to explore how the vision for the Downtown and Waterfront districts might play out on the ground, the design team drafted a series of plan alternatives. This started with an update of the existing conditions plan (Figure 13, below left) to include recent redevelopment projects that do not appear on current GIS mapping. This includes recently completed improvements to Main Street sidewalks and crosswalks, as well as the ongoing redevelopment of the former Stone Bank property. Existing buildings are shown with brown roofs, trees in green, roads and parking lots in grey, and sidewalks and plazas with a rose tone. Several plan alternatives were developed for key areas, as illustrated on the following pages. These included the ferry landing, bus stop and pedestrian connections to Main Street; the central public parking lot between Stop & Shop and the police station; sidewalks and potential interior pedestrian connections along the alleys; potential redesign of Beach Street Extension; and ideas for the Post Office property. For illustrative purposes, a consolidated version of these alternatives is shown below (Figure 14, below right). Please keep in mind that the actual redevelopment of each part of the area may take a different form depending on how things play out in real time. The purpose of this plan is to show how the planning and design principles that flow from the vision could guide redevelopment





Figures 13 and 14: Existing Conditions and Vision Plan for the Downtown and Waterfront.

over the coming decades in order to foster a more attractive, comfortable, and walkable downtown and waterfront while expanding opportunities for businesses.

IMPROVING THE ARRIVAL EXPERIENCE

The current design for the ferry landing, parking and circulation patterns has been driven primarily by the functional requirements of getting cars and pedestrians on and off the ferry (Figure 15). There are many conflicts between pedestrian and vehicular movements, and it is hard for pedestrians to know how to get to Main Street and other destinations. Meanwhile, much of the area is paved, with relatively few trees or other vegetation to provide shade or visual relief from roads and parking lots.



Figure 15: Existing conditions plan showing the area between the ferry landing and Main Street.

There are three routes that pedestrians can take to get to Main Street (Figure 16). The first is to cross from the Ferry to the north side of the Steamship Authority terminal building, where the taxis are lined up. From there pedestrians can cross Water Street and walk up Union Street to Main Street (A). However, because the sidewalks are narrow and it's hard to know where to go, most people tend to walk along the south side of the Ferry building, which is more open and sunnier, and cross towards the Town parking lot, then find their way around the

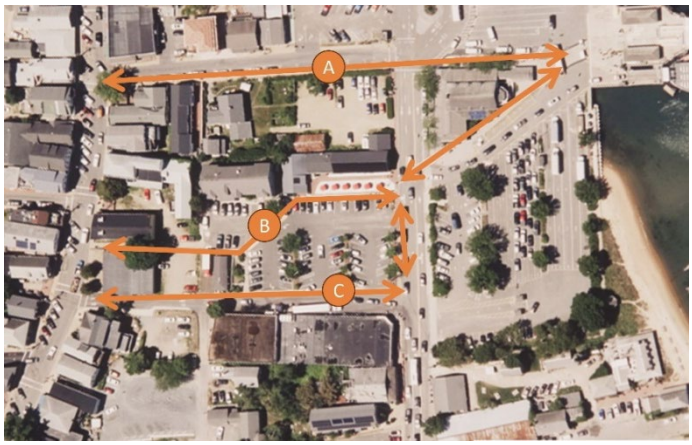


Figure 16: Aerial photo overlaid with principal pedestrian routes between the ferry landing and Main Street.

parking lot and up Cromwell Lane to Main Street (B). A third option is to continue south on Water Street and then walk up Norton Lane (C). All of these involve conflicts between pedestrians and vehicles, and there is no wayfinding information to highlight the best route to Main Street.

One option is to improve pedestrian conditions at the bus stop and develop a safer and more attractive walking route from there to Main Street (Figure 17). This would start with reworking the turnaround and bus stop area at the junction of Water and Union Streets, with a wider pedestrian area with unified paving materials (A). This could include relocating the visitor information booth to be more centrally located and visible from the ferry. The bus stop could be enhanced by adding bus parking stalls on the north side, widening the sidewalk, and providing new tree plantings (B). This sidewalk could be extended across to the Stone Bank complex, where new paths and plazas have recently been completed (C). Improvements could also be made to widen and improve sidewalks along Union Street. All of these actions could be coordinated with improvements to address stormwater drainage and prepare for potential increases in flooding from high tides and storms due to sea-level rise.



Figure 17: Potential improvements to the bus stop and pedestrian connections to Main Street.

There are many opportunities to improve the pedestrian network in the block framed by Main, Union, Water and Beach Streets, while at the same time making vehicular circulation and parking safer and more functional. In its existing state (Figure 18), the block is dominated by parking and service areas. On the interior of the block these are accessed by Cromwell and Norton Lane, running East-West, and Cromwell Lane and the Union Street Mall, connecting North-South. There are sidewalks and marked pedestrian routes in some areas, but many areas of potential conflict between pedestrians and vehicles. There are cross walks leading from the ferry landing to the narrow sidewalk along Union Street (A), and another cross walk from the south side of the ferry terminal building to the town parking lot. From

there a narrow walk along the north side of the parking lot connects to a pedestrian path marked across the parking lot to Norton Lane (B). There is another striped area along the north side of Norton lane (C) that provides something of a pedestian path through the parking lot (C). Each of these routes is narrow and full of conflict points with vehicles. One option is to redesign the parking lot and provide for a more central pedestrian route (D).



Figure 18a: Existing conditions in the central block between Main, Union, Water and Beach Streets.

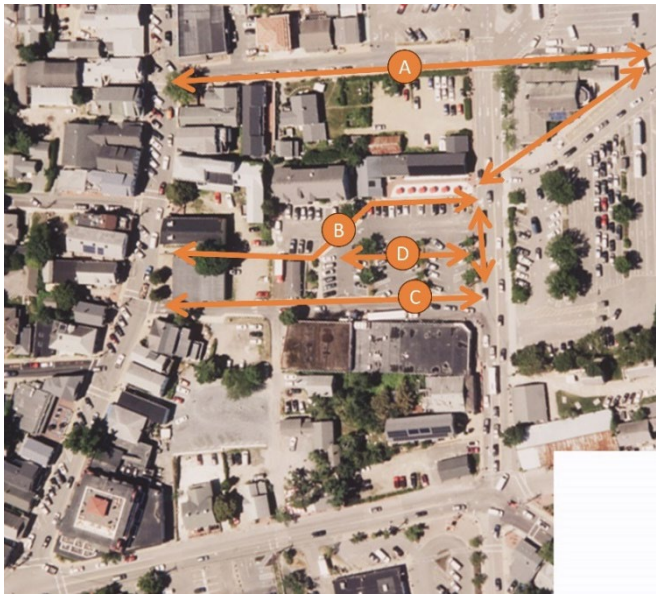


Figure 18b: Existing and potential pedestrian routes in the central block.

As a first step, this could start with redesigning Cromwell lane and the upper part of Norton Lane (Figure 19). Both of these provide important access to service areas and parking lots behind the buildings along Main Street, but they can continue to serve these functions while also working as pedestian routes. This starts with replacing what is now a combination of asphalt, concrete, brick and gravel pavement with a more durable and continuous surface (A). This could be made of concrete, stone or composite pavers, laid in an interesting pattern with contrasting color bands or other treatments. This would be supplemented, as appropriate, with trees, landscaping,



Figure 19: Redesign of Cromwell and upper Norton Lanes.

decorative lighting, and attractive fencing to screen dumpsters and control access to private areas. The idea is to make the alleys look and function like pedestrian areas -- allowing for vehicular access, but encouraging cars and trucks to move slowly and carefully. For special events, market days, etc., vehicle access could be controlled to make parts of the area pedestrian-only.

The next phase of work could include redesign of the public parking next to Stop & Shop and other improvements to extend the pedestrian network. This could start by redesigning the central parking lot with two bays running east and west, each with an entrance on Union Street (A). Between the parking lot entrances, a widened sidewalk/plaza area could provide an alternate location for the visitor information booth. This would sit at the end of a new, 20-foot-wide pedestrian corridor heading up hill towards main street, made possible by pushing the parking lot south to the wall of the Stop & Shop building. Visitors would thus get off the ferry, cross to the south side of the terminal building, and see the visitor center across Water street. They could cross to the visitor center, then walk comfortably between the parking lots to a new wider pedestrian plaza where Cromwell lane crosses Norton Lane (B). This plaza could be the setting for an improved and expanded 35 Main Street building (formerly the Bowl and Board), which could open up both on Main Street and Cromwell Lane. With a larger, architecturally distinctive building, trees, benches and other pedestrian amenities, this could become a focal point for the whole area. Meanwhile, truck deliveries and circulation through the parking lot and alleys could share the same space—with enhanced coordination to encourage deliveries in the early morning and other times when there are fewer pedestrians in the area. This could include maintaining truck access to the Stop & Shop property, shown outlined with a yellow dash, which is currently in planning for redevelopment and expansion.



Figure 20: Strategies to expand the pedestrian network while improving service access and parking.

This idea of flexible use is an important principle for redevelopment of the downtown district. By designing parking lots and alleys with attractive pavement, landscaping, lighting, screening and signage, they can continue to be used for deliveries and parking when needed, but closed off for evening or weekend events or special market days. This will require careful coordination between public and private ownership (C), but is really no different in practice than the way the town, landowners and businesses collaborate to coordinate activities along Main Street. Another idea is to encourage adjacent landowners to build sheds along the edge of the alleys to accommodate summer gallery spaces, market stalls for special events and other uses, and otherwise serving as covered parking spaces.

In reviewing these ideas, several members of the public pointed out the importance of maintaining vehicular access to Norton Lane, which serves as an important route to the ferry when Five Corners is congested. As shown in Figure 20, this desired vehicular route would remain, crossing from Main Street to Water Street, together with other vehicle routes through the parking area and Cromwell Lane (A). The potential plaza at the west side of the parking area would also serve as a turnaround for the parking area and provide additional access to the police station, when needed. In any case, by providing 90-degree head-in parking lots, there would be two-way traffic in the parking areas, allowing drivers to pull back onto Water Street when the plaza was closed to traffic.

Another principle that emerges from the vision is to limit conflicts and make it clear to all users which areas are for vehicles, which for pedestrians, and which are for shared use. This is shown in Figure 21 parking areas (grey) would be only for cars, pedestrian areas (rose) only for pedestrians, and shared use areas limited to Cromwell Lane (yellow). Private parking, service and delivery areas (blue) would remain in their current state unless modified by the owners, including the Stop & Shop property (yellow dashed outline).



Figure 21: Maintaining & improving parking and vehicular circulation.

Dodson & Flinker created several visualizations to simulate the appearance these various improvements, based on photographs of existing conditions.

The first one, shown in Figure 22, starts with an image of Cromwell Lane, looking north towards the Police Station, with the public restroom facilities to the right. The entrance to the Union Street Mall is hidden behind the trees.



Figure 22: Current conditions, looking North on Cromwell Lane towards the police station.



Figure 23: Potential improvements following the recommended design principles.

In the simulated future conditions, Figure 23, the pedestrian space has been repaved and enhanced with landscaping, trees and benches. The parking area to the left has been separated from the pedestrian area with a planter. This could also serve to collect stormwater runoff and infiltrate it back into the ground. The path is wide enough to accommodate vehicles, but is clearly meant primarily for pedestrians.

The second visualization, Figures 24 and 25, is based on a view of Norton Lane looking east toward the ferry landing, with Stop & Shop on the right. Under existing conditions, pedestrians walk along the sidewalk until they reach the parking lot, then walk through the parking lot on a path along the side of Norton Lane which has been painted on the pavement. Otherwise there is no separation from vehicles, who must maneuver past parked delivery trucks and avoid pedestrians who seem to be walking in the roadway. In the simulated future conditions, Figure 25, Norton Lane has been redesigned to signal more clearly that it is a shared space for pedestrians, bicyclists and vehicles. Features like distinctive pavement, a curbless design can effectively cue drivers that this is not a typical road. Moving the utility pole that is currently in the middle of the sidewalk would open additional space for all modes.



Figure 24: Current conditions, looking East on Norton Lane.



Figure 25: Potential improvements to Norton Lane signaling shared use by pedestrians, bicyclists, and vehicles.

The third visualization, Figures 26 and 27, illustrates potential changes to the front of the existing town parking lot along Water Street. By reoriented the parking lot, the same number of space can be accommodated while widening the pedestrian area along the street. This would provide a more visible and central location for the visitor information booth, at the end of a new walkway to Main Street.

In the fourth visualization, Figure 28 and 29, the existing parking lot is contrasted with a view looking east down a potential new pedestrian walkway. What is now just a parking lot could include a 20-foot-wide pedestrian path with trees shading both walkers and parked cars. For special events, the parking spaces next to the walkway could be converted to market stalls or other uses, while maintaining parking spaces on the exterior sides of the lot.



Figure 26: Current conditions, looking North on Water Street with town parking lot to the left.



Figure 27: Potential improvements following the recommended design principles.



Figure 28: Current conditions, looking East across the town parking lot.



Figure 29: Potential improvements including new walkway and shade trees.

While not included in the visualizations, another alternative explored the potential for increasing both vehicular parking and open space in the current town parking lot. As shown in Figure 30, this could be developed in conjunction with a new and expanded Stop & Shop building (B). The north half of the parking lot and treatment of Cromwell Lane and the upper part of Norton Lane would be the same as in the previous scenarios. In this scenario, the south half of the parking lot would be connected to a layer of parking underneath a new Stop & Shop building, with a new park built on a deck over the parking lot (A). The new elevated park would be at the same level as Cromwell Lane, and thus above the floodplain. On the east end, along Water Street, it would offer views over the ferry parking/queuing area to the harbor. The park could include trees, landscaped beds with flowers and shrubs, a lawn area, and a paved plaza for sitting and public events. It could include an entrance into Stop & Shop, and incorporate stairs down to Water Street. As shown in Figure 31, there is room for four full bays of parking in a consolidated lot that includes the existing town lot and new parking underneath a new Stop & Shop building. This has the added benefit of raising more vulnerable uses above the floodplain.



Figure 30: Expanding parking to serve Stop & Shop while maintaining existing parking spaces for the public.



Figure 31: Expanding the pedestrian network with a (park)ing deck.

The concept of shared space for pedestrians and vehicles is becoming more common as communities work to make their downtowns more attractive to visitors, while at the same time providing the parking and service access that businesses need to remain competitive (Figure 32). This approach has a long history in the shared streets and plazas of Europe, which can be full of trucks and parked cars during the week, but reserved for pedestrians on the weekend. “Going curb-less” supports flexibility in use, while paving patterns help to demarcate areas set aside for parking, café spaces, and open corridors for movement. Permanent or removable bollards can manage traffic and protect sensitive areas. Even where parking and walkways remain separated, enhanced paving and landscaping can add beauty and pedestrian comfort that greatly reduces the visual impact of parked cars and service areas (Figure 33).







Figure 32: Shared streets and other flexible use spaces can support economic resilience.





Figure 33: A landscaped parking lot with a central walkway at the West Tisbury Library.

The final scenario looks at potential improvements to the Post Office site and Beach Street Extension (Figure 34). Like the rest of the Downtown, the plan of existing conditions in the area shows how much space is given over to vehicular circulation and parking (grey) compared to that reserved for pedestrians (rose tone). Wholesale change is unlikely, given the amount of traffic passing through Five Corners and



Figure 34: Existing conditions in the Five Corners area.



Figure 35: Potential redevelopment of the Post Office site and improvements to Beach Street Extension.

the need for parking for the diverse businesses in the area. The question is whether targeted pedestrian improvements and use of shared space as a principle could make the area safer, more attractive and more resilient to flooding, while opening up new opportunities for local businesses.

In this scenario (Figure 35), the existing Post Office building is replaced by a new structure closer to the corner, with parking behind and possible below a multi-story building (A). Rather than a building surrounded by a sea of parking, the new building could be surrounded by a continous pedestrian space, with new trees for shade, attractive building facades, and room for outdoor dining and other uses adjacent to the buildings (B). Parking is accessed from two sides, well away from the Five Corners intersection. Note that for the purpose of this study we are not recommending a particular approach to improving traffic conditions at the Five Corners intersection itself. Five Corners requires a future study, including detailed engineering and traffic modeling to test alternatives such as a roundabout or turn lanes, that might help ease traffic flow and improve safety. What should be kept in mind is that any such improvements will have implications to the function and visual character of surrounding spaces. They should be evaluated with pedestrian comfort and connectivity in mind, and improvements to public and private property should be coordinated.

Also shown in Figure 35 is an idea for applying the principles of flexible space and shared use to Beach Street Extension (C). Today this area has a narrow sidewalk on the south side and about twenty parallel parking spaces. With some reorganization, Beach Street Extension could be turned into a shared street and public gathering space. The separate curb and sidewalk would be replaced with a continuous carpet of pavers between the building walls. New shade trees could be planted at regular intervals, with room between them to maintain the existing parking spaces when needed. The paving pattern would be designed to unify the entire area, with changes in color and pattern indicating parking spaces and corridors to be kept open for the movement of pedestrians or vehicles.



Figure 36: Distribution of access, parking, pedestrian areas and shared space, coordinated by a unified vision.

As shown in Figure 36, the design principle is to make it clear which areas are reserved for vehicle access and parking, which are for pedestrians, and which are to be shared. More detailed planning and design would include recommendations for how to allow for closing the street to vehicles for special events, how best to meet the needs of year-round waterfront businesses, and not least of all, how to make the whole area more resilient to stormwater flooding from uphill, and flooding due to high tides and storm surge rising from the harbor.

Visualizations of Beach Road extension contrast existing conditions, primarily devoted to vehicular access and parking, with potental shared use as a dynamic pedestrian space. Figure 37 is a photograph of current conditions. Figure 38 shows how the street could be closed off with simple movable barriers to allow for special events. This scanario also imagines redevelopment of the building on the corner of Water Street, with new doors providing access to interior spaces that could take advantage of the improved outdoor space.

Another view, Figure 39, shows a more extensive reworking of Beach Street Extension with an attractive new paving extending from building wall to building wall, with curbs eliminated. Parking spaces are demarcated within the paving pattern. Space is set aside between the parking spaces for



Figure 37: Photograph showing existing conditions of Beach Street Extension.



Figure 38: Visualization showing redevelopment of existing storage building and temporary market space set up on Beach Street Extension.

new trees that would eventually create a continuous canopy over the street. Attractive lighting, benches and other street furnishings enhance the pedestrian environment. On normal days, the street would continue to be used for vehicular access and on-street parking, with pedestrians using the side aisles between the parking spaces and the buildings. For special events, all or part of the street could be closed to vehicles to make space for market stalls, outdoor dining, or other uses.



Figure 39: Visualization of “shared street” improvements to Beach Street Extension, showing areas for pedestrians, street trees, and parking spaces on a typical day.



Figure 40: Visualization of Beach Street Extension showing the area closed to traffic for a special event.

Conclusion

Tisbury's Commercial Districts are dynamic areas that support the town's economy, housing opportunities, environment, mobility, culture, and quality of life. Each of the districts is a complex place, with interlocking land use, transportation, and environmental challenges. Despite their challenges, there are clear opportunities to better the Districts. Improvements will be incremental and will require coordination of public and voluntary private efforts. The Visions described in this report can guide those efforts to ensure that the Commercial Districts continue to be thriving centers of town life.

CITATIONS

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